

6.0 SHORT TERM RECOMMENDATIONS

Introduction

- 6.1 This section of the report identifies minor defects and short term recommendations to provide traffic and transportation related benefits to those living within and using the Celbridge road network. Whilst the minor defects and some of the short term recommendations can be implemented immediately, it is **recommended** that all should be implemented within 5 years.

Minor Improvements and Maintenance Recommendations

- 6.2 The inventory surveys highlighted a number of minor improvements and maintenance related shortcomings that can be addressed over the next few years. These are detailed in Table 5, the locations being highlighted in Figure 13.

Location	Recommendation
1	Localised carriageway reconstruction and resurfacing at poor reinstatement
2	Localised carriageway reconstruction and resurfacing at poor reinstatement
3	Localised carriageway reconstruction and resurfacing at poor reinstatement
4	Replace missing signal head
5	Reinstate verge to remove trip hazard
6	Cut back vegetation obscuring lamp column/head
7	Localised carriageway reconstruction and resurfacing across junction mouth
8	Carriageway reconstruction and resurfacing along line of failing reinstatement
9	Cut back trees overhanging footway
10	Localised carriageway reconstruction and resurfacing across junction mouth
11	Localised carriageway reconstruction and resurfacing
12	Localised footway reconstruction and resurfacing across former entrance
13	Carriageway reconstruction and resurfacing along line of poor reinstatement
14	Localised carriageway reconstruction and resurfacing and new gully grate
15	Cut back vegetation limiting visibility to the right when pulling out of estate road
16	Renew worn double yellow lines
17	Revise route for cyclists across Oldtown Road, currently obstructed by signal pole
18	Unblock drainage channels through speed table
19	Replace vandalised school warning sign
20	Cut back vegetation obscuring school warning signs
21	Localised footway reconstruction and resurfacing - widen as appropriate
22	Consider extending existing box junction to full width of carriageway
23	Reinstate cycle track - trench has been filled with dirt and grass rather than being reinstated
24	Remove sign ref. RUS029 and trim vegetation obscuring transition from off-road to on-road cycle track.
25	Localised footway reconstruction and resurfacing at poor repair
26	Replace vandalised signal aspects on pedestrian crossing
27	Cut back vegetation obscuring signal aspects of pedestrian crossing
28	Cut back trees overhanging footway
29	Renew stopline markings
30	Cut back vegetation currently reducing footway width
31	Cut back vegetation currently reducing footway width

32	Cut back vegetation currently reducing footway width
33	Renew stopline markings
34	Cut back vegetation obscuring school warning signs
35	Car park surface in poor state of repair
36	Cut back vegetation currently reducing footway width adjacent to railings
37	Replace leaning lamp column
38	Realign existing speed hump warning sign
39	Replace leaning lamp column
40	Replace leaning lamp column
41	Cut back vegetation currently reducing footway width
42	Cut back vegetation limiting visibility to the left when pulling out onto Maynooth Road
43	Localised footway reconstruction and resurfacing to resolve ponding issue
44	Cut back grass verge encroaching onto the footway
45	Rotate exiting cycle warning sign
46	Remove unnecessary signing clutter
47	Remove unnecessary signing clutter
48	Remove unnecessary signing clutter
49	Correct anomaly between cycle track signing, lining
50	Correct anomaly between cycle track signing, lining
51	Renew antiskid surfacing and revise cycle track egress onto the carriageway
52	Reinstate damaged wooden bollard
53	Renew stopline markings at petrol station
54	Localised footway reconstruction and resurfacing
55	Localised footway reconstruction and resurfacing
56	Localised carriageway reconstruction, resurfacing and relining at poor reinstatement
57	Localised carriageway reconstruction, resurfacing and relining at poor reinstatement
58	Cut back vegetation
59	Reconstruct, resurface and reline leading edge of existing speed table
60	Localised carriageway reconstruction and resurfacing at poor reinstatement
61	Reset loose service cover
62	Localised footway reconstruction and resurfacing
63	Replace vandalised limited waiting (parking) sign
64	Localised carriageway reconstruction, resurfacing and relining at poor reinstatement
65	Renew existing box junction road markings
66	Renew existing box junction road markings
67	Carriageway reconstruction and resurfacing (carriageway is beginning to fail)
68	Localised carriageway reconstruction and resurfacing at poor reinstatement
69	Resurface footway and extend existing road hump to the full width of the carriageway, including the bus bay.
70	Renew stopline and introduce limited edge-lining to cover inconsistent section of kerbing
71	Reinstate concrete footway (tree root damage)
72	Clean out blocked carriageway drainage
73	Localised carriageway reconstruction and resurfacing at poor reinstatement
74	Investigate and address carriageway flooding issue
75	Localised ponding
76	Raise sunken Eircom cover to be flush with the footway
77	Increase crossfall if possible to address significant ponding at junction
78	Construct additional gully and re-profile carriageway to address localised drainage issues
79	Resurface footway

80	Localised footway reconstruction and resurfacing at poor reinstatement
81	Cut back vegetation overhanging footway
82	Localised carriageway reconstruction and resurfacing (service cover has been resurfaced over)
83	Localised carriageway reconstruction and resurfacing (carriageway failing around cover)
84	Localised carriageway reconstruction and resurfacing (edge of carriageway failing and ponding)
85	Cut back vegetation overhanging footway

Table 5: Minor Improvements and Maintenance Recommendations, Celbridge

Short Term Accessibility Recommendations

- 6.3 As an element of the aforementioned inventory surveys, TPI staff undertook an access audit of the main roads within Celbridge. This highlighted a large number of deficiencies which it is **recommended** are remedied at the earliest opportunity. These include: missing sections of footway; a lack of dropped kerbs and tactile paving; inadequate facilities at bus stops, and a small number of other hazards.

Missing Sections of Footway

- 6.4 Missing sections of footway provide a significant barrier to pedestrian use, particularly when the opportunity to cross to, or use, an alternate facility is limited. Whilst it is acknowledged that these missing links are often a legacy of a town's development, and that individuals may be opposed to their construction, it is nevertheless important to consider the benefits and dis-benefits to the wider community. Table 6 makes **recommendations** for constructing four missing sections, and upgrading an additional two deficient sections, of footway. These are also shown on Figure 14. If it is impossible to construct these sections through cooperation with adjacent frontagers, it is further **recommended** that the County Council consider compulsory purchase.

Location	Recommendation
F1	Construct new footway adjacent to the north edge of the Aldi site off Maynooth Road
F2	Construct missing section of footway on Maynooth Road
F3	Construct new section of footway on Whitethorn Grove
F4	Construct missing section of footway opposite to the entrance of the Primrose Hill estate on Hazelhatch Road
F5	Widen footway on Newtown Road between Temple Manor and Simmonstown Manor
F6	Reconstruct footway on Hazelhatch Road between the Tennis Club and Station, to a standard suitable for unsegregated cycle and pedestrian use.

Table 6: Missing sections of footway, Celbridge

- 6.5 Residential estates within Celbridge have often been constructed as enclosed cells, which reduces permeability for cyclists and pedestrians. This approach is to the detriment of making transport sustainable, and as such, it is **recommended** that the forthcoming development plan identifies and safeguards high quality direct routes to increase the potential for sustainable mobility between adjacent estates.

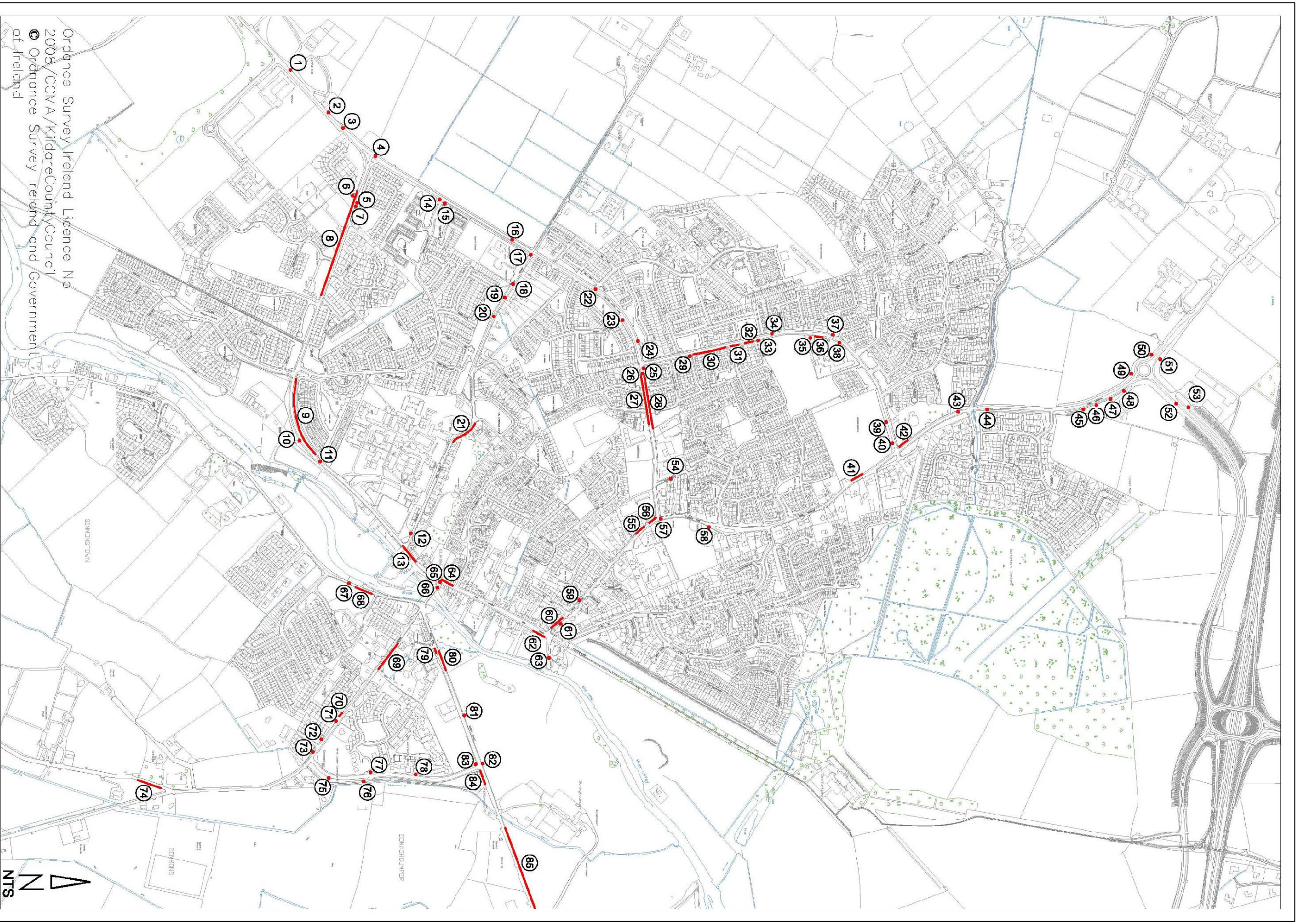


Figure 13: Minor improvements and Maintenance Recommendation, Location Plan, Celbridge

Dropped Kerbs and Tactile Paving on Key Pedestrian Routes

- 6.6 For those with physical impairments, particularly visual impairments, and those that require the use of aids such as wheelchairs, the provision of dropped kerbs and tactile paving at safe crossing points is essential to facilitate mobility. Figure 14 highlights around 70 locations on key pedestrian routes around Celbridge where these facilities are lacking. These have been subdivided into those locations where either no dropped kerb is provided or the upstand of the existing dropped kerb is too high, and into those locations where an adequate dropped kerb is present. It is **recommended** that at the former, a compliant dropped kerb is provided with concrete tactile paving, and at the latter, a rubber based stick-on tactile paving such as 'Takpave' is used. It should be noted that dropped kerbs should be laid flush with the carriageway, although a maximum upstand of 6mm is acceptable where required for drainage. The DTO traffic management guidelines supersede elements of the NDA Building for Everyone in this respect.

Bus Stop Improvements

- 6.7 It is **recommended** that those bus stops indicated on Figure 14 are upgraded to current standards, in-line with the best practice advocated by the DTO and QBNO. A boarding kerb, bus stop road markings, flag and timetable information should be provided with a shelter and/or seating where space allows.
- 6.8 Construction of a boarding kerb at the stop outside 29 Maynooth Road may result in drainage issues and the use of a 'Buspad' is therefore **recommended**. A Buspad is a recycled rubber based product supplied by Rediweld, which can be retrofitted to an existing footway. The shape of a 'Buspad' can be designed to obviate some of the problems of drainage and crossfall associated with the construction of a traditional bus boarder.
- 6.9 It is further **recommended** that bus stop build-outs should be constructed at the stops on Main Street and on the north side of English Row. These would generate the combined benefits of increasing the waiting area for passengers, allowing the construction of a boarding kerb whilst minimising potential drainage issues, and reducing the amount of 'sterilised' kerb space required for a bus to access the boarding kerb, thus maximising kerb side availability for other uses such as loading or parking. Buses do not layover at these stops so delays to other road users will be minimal. See also section below on Cycle Network.

Other Hazards

- 6.10 Other hazards can take many forms, and it is reassuring that few exist in Celbridge. It is **recommended** that those detailed in Table 7, the locations of which are shown on Figure 14, are remedied urgently. Hazards H7 and H8 need to be addressed as part of junction improvement schemes.

Other Short Term Recommendations

- 6.11 Other short term **recommendations** are outlined below and shown on Figure 15.

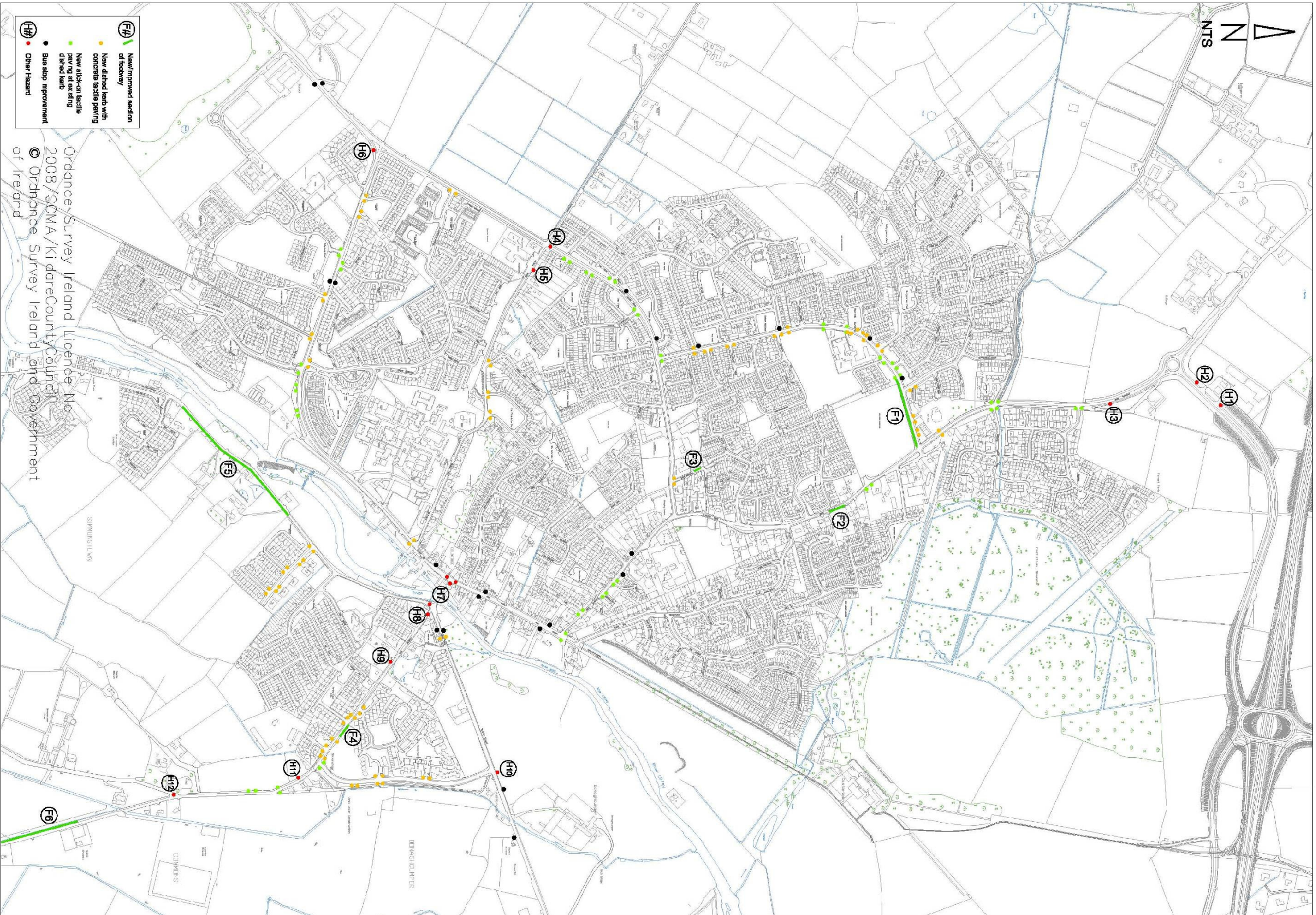
Cycle Network

- 6.12 Celbridge has gone a long way to encourage and provide facilities for cycling, although notable missing cycling links, remain such as along Church Road, Clane Road, Primrose Hill, Hazelhatch Road to the Station, and throughout the Town Centre. Whilst the link along Hazelhatch Road to the Station can be constructed as an off-road track adjacent to the carriageway, space restrictions, limit opportunities for development of dedicated facilities on the other routes.

Location	Recommendation
H1	Repair sunken footway adjacent to concrete kerb to eliminate trip hazard
H2	Footway is unfinished – contact relevant developer or resurface as necessary
H3	Reduce gradient of existing tactile paving – hazardous for wheelchair users
H4	Consider replacing existing service covers with those inset with paving to retain appropriate shape of tactile paving.
H5	Reduce 50mm upstand on new tactile paving at school crossing patrol point
H6	Monitor safety issues at steep drop down from cycle track to footway
H7	Address pedestrian crossing and visibility issues through junction improvement scheme
H8	Widen footway on Primrose Hill to allow access by everyone through junction improvement scheme
H9	Consider ability to reduce footway crossfall outside ESB building. Current crossfall makes it difficult to control wheelchairs.
H10	Replace tactile paving – tactile has been repaired with a different pattern.
H11	Consider relocation of telecoms pole to rear of the footway
H12	Improve the definition of the pedestrian route across the junction. Consider coloured surfacing as appropriate, consider improvement to visibility for drivers.

Table 7: Other accessibility hazards, Celbridge

- 6.13 Apart from creating a cycle network to benefit residents of Celbridge the town is within relatively easily cycling distance of the western side of Dublin and as such could form part of an extensive cycle touring network. As a convenient stopping point in a day trip the town needs to be cycle friendly.
- 6.14 In addition to a comprehensive network of signed routes and cycle lanes, adequate secure cycle parking needs to be provided in the town centre. There are three **recommended** locations we which should be used to locate cycle stands or racks. These are:
- At the northern end of the existing pedestrian bridge over the River Liffey where the kerb lines are to be extended as part of the traffic management scheme;
 - In the Main Street where bus build outs are to be constructed sufficient additional space should be provided to locate up to six stands on each side of the road; and
 - A wide footway already exists on the south side of Main Street immediately to the west of Castletown Gates which should be used to provide a further six stands.
- 6.15 Under the minor improvement **recommendations** a number of works will assist cycling including the provision of Advanced Stop Lines, repair of carriageway surface, new signalling, signing and enforcement of waiting restrictions. However a more comprehensive cycling strategy is **recommended** and should be produced as a stand alone document, which would develop a complete town network including providing access through and between new developments.
- 6.16 Elsewhere in this report it is **recommended** that a Transport Forum should be established. This forum should contain representative cyclists, either from an organisation or as individuals who should be a party to developing the Cycling Strategy. More people cycling in Celbridge will assist in minimising congestion and ease pressure on car park spaces. This would assist businesses by making the town a more attractive place to visit. At the individual level cycling saves fuel, improves air quality and helps in leading a healthier life. It also improves accessibility for people who haven't got a car available by providing a better access to employment, education and healthcare.



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Figure 14: Short Term Accessibility Recommendation, Location Plan, Celbridge

- 6.17 The cycling strategy should be incorporated into wider transport strategies for the town and there should be a requirement for planning and development control personnel to pay due regard to the cycling strategy when considering planning applications. For example, new developments should seek to maximise access and provide secure facilities for cycle parking at the final destination.
- 6.18 The cycling strategy should also provide linkages with the tourism strategy. Cycle tourism can contribute to the local economy but requires carefully targeted marketing and a reputation of being a safe welcoming environment for cyclists. There is huge potential for developing and promoting a series of circular cycle rides based in and around Celbridge.
- 6.19 Celbridge's country lanes and rich cultural heritage lend themselves well to cycle touring. These routes should be developed and supported by installing/improving route signing and implementing strategies to keep motorised traffic to the principal traffic routes. It is **recommended** that a network of 'quiet lanes' be developed where cyclists, equestrians and pedestrians have priority over motor traffic.
- 6.20 The Celbridge cycling network should be properly signed providing details of the direction and distance to key destinations. Properly signed secure cycle parking facilities should be installed at key locations to ensure that those wishing to use cycles for short journeys for work, shopping and leisure are catered for, Cycle parking is also important for cycle tourists who may wish to stop in Celbridge and lock their cycles while they spend time around the town.
- 6.21 It is **recommended** that an Implementation Plan should be produced in partnership with relevant organisations mapping out and prioritising the development of a safe cycle network based on policies set out in the cycle tourism strategies; and, that a programme of adult cycle training is initiated to both reintroduce and raise the confidence of adults in this mode of transport.

Walking Network

- 6.22 Many of the comments from each of the consultation exercises concerned deficiencies in the state of the footways, particularly in the town centre. As a consequence many of the short term **recommendations** are concerned with improving conditions for this mode: dropped kerbs, tactile paving, pedestrian signing, footway widening and removing surface irregularities. The improvement of the footway on Maynooth Road at Castletown Gates is a good start in convincing residents that the County Council is committed to improving conditions for pedestrians.
- 6.23 Poor conditions for pedestrians reduce the general attractiveness of the town, increase accidents and generally cause residents to use a car as much as possible.
- 6.24 By developing a Walking Network deficiencies in pedestrian routes can be highlighted, improvements planned and implemented in an organised method and conditions monitored on a regular basis. Routes should be direct, well signed with distances to key destinations specified. This latter facility is particularly important from edge of centre car parks into the town centre. Short distances are relatively unimportant for a motorist but the difference between 100m and 500m can be critical for a pedestrian especially those with a mobility handicap.
- 6.25 If possible the Walking Network should develop as many segregated pedestrian routes as possible such as to and from car parks. Celbridge already has a start with the separate river footbridge which should be used as the springboard to develop a complete high quality network.