



KILDARE TOWN TRAFFIC MANAGEMENT SCHEME

THESE DRAWINGS HAVE BEEN PRODUCED FOR THE PUBLIC CONSULTATION ELEMENT OF THE KILDARE TOWN PART VIII TRAFFIC PLANNING PROCESS.

CONTEXT

FOLLOWING THE OPENING OF THE A7 BRASS, KILDARE TOWN HAS EXPERIENCED SIGNIFICANT REDUCTION IN TRAFFIC VOLUMES, COINCIDING WITH THIS REDUCTION THROUGH TRAFFIC THE TOWN IS EXPERIENCING POPULATION GROWTH WITH THE POTENTIAL FOR SIGNIFICANT EXPANSION IN NEW DEVELOPMENT AREAS PLACED IN A TOWN THAT HAS A VERY STRONG PHYSICAL HERITAGE WHICH IS EVIDENT IN THE HIGH QUALITY HISTORICAL URBAN FORM IN PARTICULAR IN THE VICINITY OF MARKET SQUARE.

IN SPRING 2005 WSP IN ASSOCIATION WITH TROUS RESOURCES LTD, COMPLETED THE INTEGRATED FRAMEWORK PLAN FOR LAND USE AND TRANSPORTATION (IFPLUS) FOR THE COMBINED STUDY AREA OF KILDARE AND MONASTEREVIN. THE OVERARCHING AIM OF THE IFPLUS WAS TO PLAN FOR THE SUSTAINABLE GROWTH OF BOTH TOWNS BY ENSURING THAT GROWTH IN POPULATION AND EMPLOYMENT AND ASSOCIATED LAND USES WAS PLANNED IN HAND WITH THE TRANSPORT REQUIREMENTS OF THE STUDY AREA. THIS WOULD ENSURE THAT DEVELOPMENT COULD BE OFFERED ON A SUSTAINABLE BASIS. THE IFPLUS ALSO PROVIDED ON-ROAD BY CAR, BUS, TAXI OR TRAM AND THE RESULTS CONTAINED SPECIFIC TRANSPORT RECOMMENDATIONS FOR KILDARE TOWN.

AGAINST THIS BACKGROUND, KILDARE COUNTY COUNCIL DETERMINED THAT A TRAFFIC MANAGEMENT PLAN WAS REQUIRED FOR KILDARE THAT WOULD DETERMINE THE SPECIFIC TRAFFIC MANAGEMENT REQUIREMENTS FOR THE TOWN CENTRE THAT WOULD FACILITATE ACCESS TO THE TOWN CENTRE, PROTECT AND ENHANCE THE HISTORICAL HERITAGE AND ALLOW FOR THE ANTICIPATED GROWTH IN POPULATION.

TRAFFIC MANAGEMENT PLAN

IN MAY 2007 WSP WERE APPOINTED BY KILDARE COUNTY COUNCIL TO CARRY OUT A TRAFFIC MANAGEMENT PLAN (TMP) FOR KILDARE TOWN.

IN PARTICULAR THE TMP FOCUSES ON THE FOLLOWING TRANSPORT ISSUES IN THE TOWN CENTRE:

- TRAFFIC FLOW MANAGEMENT
- PEDESTRIANS, CYCLISTS AND PEOPLE WITH DISABILITIES: CAR PARKING
- HIGH MANAGEMENT
- ACCESS TO THE RAIL STATION
- ACCESS TO THE MOTORWAY
- ACCESS TO SCHOOLS
- BUS SERVICES

THE FUNDAMENTAL DESIGN PRINCIPLE WAS THE CONSIDERATION OF ALL ROAD SPACE IN THE TOWN CENTRE AS STREETS WHEREIN THE MOVEMENT OF PEDESTRIANS, CYCLISTS AND PEOPLE WITH DISABILITIES IS GIVEN EQUAL IF NOT GREATER PRIORITY THAN VEHICULAR TRAFFIC. DEVELOPING A TRAFFIC MANAGEMENT PLAN BASED ON THIS PRINCIPLE WAS THE FIRST STEP TOWARDS DETERMINING DESIGN INTERVENTIONS THAT WOULD ENHANCE AND COMPLEMENT THE TOWN CENTRE BUILT ENVIRONMENT. AT THE SAME TIME THE TRAFFIC MANAGEMENT PLAN CONSIDERS HOW THAT REQUIREMENTS, APPROPRIATE LEVEL OF ACCESS FOR VEHICULAR TRAFFIC.

THE TRAFFIC MANAGEMENT SCHEME

THE EXTENT OF THE TRAFFIC MANAGEMENT SCHEME IS SHOWN ON THE ADJACENT MAP. DESIGNS HAVE BEEN DEVELOPED FOR ALL STREETS IN THIS SCHEME AND ARE DETAILED ON THE DRAWINGS TDM-001 TO TDM-006 INCLUSIVE.

THESE DESIGNS WERE BASED ON A STREET HIERARCHY THAT WAS DEVELOPED FOR THE TOWN WITH APPROPRIATE DESIGN GUIDELINES APPLIED TO EACH STREET.

STREET HIERARCHY

TOWN CENTRE STREETS

- THESE STREETS WILL PREDOMINANTLY HAVE A MODERATE VEHICULAR MOVEMENT FUNCTION BUT A HIGH PEDESTRIAN MOVEMENT FUNCTION.

LANEWAYS

- THESE STREETS WILL HAVE A LOW VEHICULAR MOVEMENT FUNCTION BUT A MODERATE TO HIGH PEDESTRIAN AND CYCLIST MOVEMENT FUNCTION. VEHICULAR ACCESS WOULD BE LIMITED TO LOCAL RESIDENTS WHOSE TRAFFIC WOULD BE DISCOURAGED THROUGH APPROPRIATE TRAFFIC MANAGEMENT MEASURES.

LINK STREETS

- THE FUNCTION OF THESE STREETS IS TO PROVIDE ACCESS TO THE MOTORWAY AND RAILWAY STATION WITHOUT THE NEED TO TRAVEL THROUGH THE TOWN CENTRE. THESE STREETS WILL ACCOMMODATE HIGH TRAFFIC VOLUMES AND HEAVY VEHICLES TO BE INTRODUCED IN THE TOWN CENTRE.

THE FOLLOWING DESIGN GUIDELINES WERE APPLIED IN THE CREATION OF THE TRAFFIC MANAGEMENT SCHEME.

Attribute	Specification
Function	Medium vehicular movement function, high pedestrian and cyclist movement function, high place function
Design speed	50 kph
Carriageway width	6.0m minimum
Horizontal alignment	Maintain existing where possible but design where appropriate to accommodate on street parking and induce lower traffic speeds
Junctions	Provide turning radii to accommodate service and emergency vehicles
Junction Type	See design drawings for specific recommendations at each junction
On-Street Parking	Parallel parking (See car parking design code)
Pedestrian crossings	Provide pedestrian crossings to be perpendicular movements parallel movements across side streets
Footpaths	2.0m minimum footpath on both sides
Traffic calming	Planing, parking, horizontal street alignment and width to be kept to a minimum. Forward sight visibility to be reduced where possible
Surfing	Black top carriageway, black paved or maintained concrete footpaths
Cycle facilities	Traffic speeds to be low enough to allow cyclists to safely share carriageway with motor vehicles. Provide advanced stop lines at signalised junctions
Signage	Appropriate directional and regulatory signage to be discreetly provided

Attribute	Specification
Function	Low vehicular movement function, Medium high place function
Design speed	30 kph
Carriageway width	4.8m minimum to accommodate a refuse vehicle passing a car
Horizontal alignment	Maintain existing
Junctions	Junctions to generally operate as equal priority give way.
On-Street Parking	General to be accommodated in and not provision
Footpaths	2.0m minimum footpath on both sides where achievable
Pedestrian crossings	Dedicated pedestrian crossings not required at internal street junctions
Surfing	Black top carriageway, impervious concrete footpaths
Traffic calming	Planing, parking, alignment, parking, paving, existing footpaths
Cycle facilities	No dedicated facilities required

Attribute	Specification
Function	High vehicular movement function, Low place function, Medium high pedestrian and cyclist movement function
Design speed	50 kph
Carriageway width	6.5m preferred maximum 7.0m where required
Horizontal alignment	See design drawings where possible, provide advanced stop lines at each junction
Junctions	No on street parking provision
On-Street Parking	Provide all junctions and on pedestrian desire lines. See design drawings
Footpaths	2.0m minimum footpath on both sides
Surfing	Black top carriageway, in situ concrete footpaths
Cycle facilities	Provide on road cycle lanes on selected cycle routes only. Provide advanced stop lines at signalised junctions
Signage	Standard directional HOV and motorway traffic to use street

Attribute	Specification
Function	Medium movement function, medium place function
Design speed	50 kph
Carriageway width	6.0m minimum
Horizontal alignment	Maintain existing where possible, provide for passing of HGVs
Junctions	Provide design drawings for specific recommendations at each junction
Pedestrian crossings	Provide all junctions and on pedestrian desire lines
Footpaths	2.0m minimum footpath on both sides
Surfing	Black top carriageway, in situ concrete footpaths
Signage	Standard directional HOV and motorway traffic to use street

FOR PART VIII PLANNING APPLICATION

DATE: 10/04/08
BY: [Signature]
DESCRIPTION: [Signature]
CHK: [Signature]
APP: [Signature]

PROJECT: KILDARE COUNTY COUNCIL
KILDARE TOWN TRAFFIC MANAGEMENT SCHEME

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WSP

PROJECT NO: 20010205
DRAWING NO: GEN-001
DATE: APRIL 2008
REV: A

SCALE: A1: NTS
CHECKED: DB
DESIGNED: GF
DATE: APRIL 2008

TITLE: PART VIII TRAFFIC MANAGEMENT SCHEME
GENERAL EXTENTS

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