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**Submission on Proposed Traffic Calming Measures at (R403) Clane Road, Celbridge, Co. Kildare.**

Dear Sir / Madam

Celbridge Community Council was established as a voluntary community group in 1975. Our mission is to improve the quality of life for community members across all stages of life. We aim to influence in a positive way the physical development of the Celbridge area for the benefit of all those who live and work there. As a voluntary group, Celbridge Community Council welcomes the opportunity to make a submission on the Proposed Traffic Calming Measures at Clane Road, Celbridge (R403).

Acknowledging that traffic can travel dangerously fast on the R403, Celbridge Community Council welcomes traffic calming at this location but wishes to make a number of points regarding ancillary measures that should be taken in addition to the proposed concrete islands as failure to do so will have a negative impact on quality of life for residents living in estates on the R403 and on cyclists.

To put our submission in context, Celbridge Community Council wishes to emphasise how Celbridge is already hindered by excessive traffic congestion and this is only due to worsen as the town expands. There are many reasons for the traffic congestion but the following are some of the more significant ones:

- there is inadequate access to high quality public transport so car dependency is on a par with rural areas (well over 70%),
- there is just a single bridge crossing the River Liffey and there are complex junctions either side of it
- Celbridge is used as a diversion by traffic from the M4 trying to get to the N7 in the all too frequent events when accidents cause significant tailbacks on the M4



Celbridge Community Council wishes to make the following points in this submission:

1. Whilst supporting the traffic calming measures, Celbridge Community Council is convinced that sustainable modes of transport absolutely must be prioritised and has concerns regarding the impact on cyclists of the proposal for the Clane Road due to lack of cycle lanes. The sentiment of encouraging cycling permeates the Celbridge Local Area Plan 2017 – 2023 with section 8.1 **Walking and Cycling** stating that it “*supports improved connections throughout Celbridge particularly to and from areas of amenity, employment, schools and residential development*”. The Local Area Plan includes several objectives and actions related to improving the cycling network in the town. Some of the more notable objectives are the following:

**MT01.2:** *To facilitate and encourage cycling as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge with a particular focus on the routes identified in the National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan to link population, commercial, community facilities, schools and transport nodes. Any new development to facilitate routes identified in the Greater Dublin Area Cycle Network Plan shall be subject to the mitigation detailed in the environmental assessments for that plan.*

**Note:** The NTA’s Cycle Network Plan includes the following for Celbridge with cycle route C2 coinciding with the stretch of road that is subject to the proposed traffic calming measures:

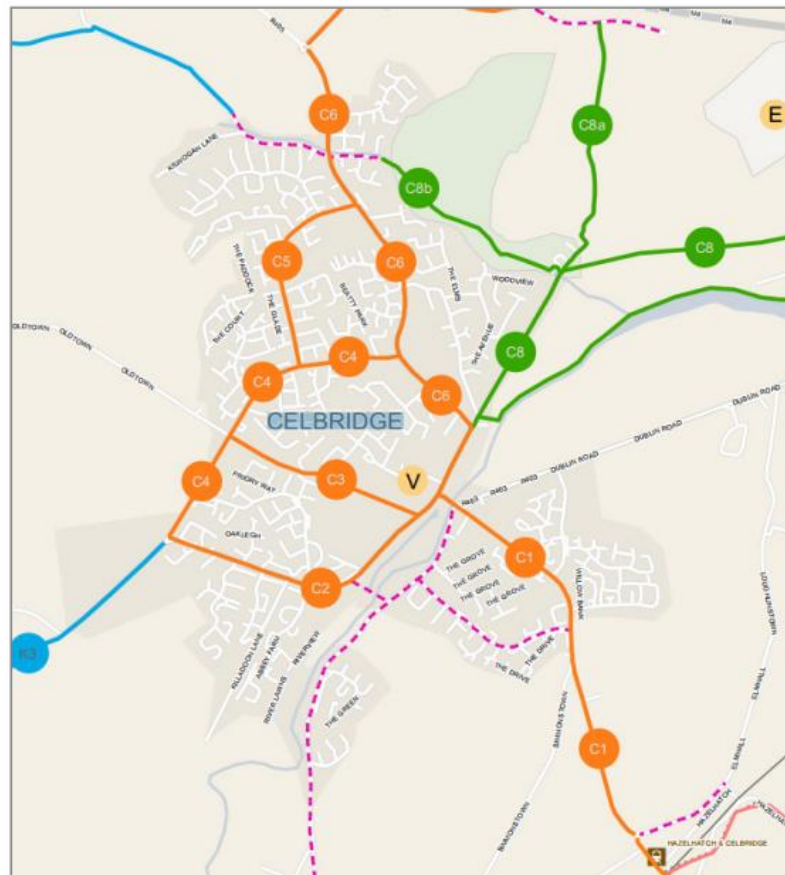


Figure 8.1 Cycle Network Plan for the GDA – Celbridge (Source Cycle Network Plan GDA –Celbridge)



***MT01.7:*** *To promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities, in accordance with NTA published 'Permeability: Best Practice Guide (2015)', or any successor to same, subject to local public consultation.*

The R403 is a busy route for school children due to the location of St. Wolstan's Community School (secondary) and North Kildare Educate Together National School. The intake of children in the latter is growing year on year and will reach full capacity by September 2022. Encouraging cycling to schools is crucial to reducing traffic congestion so the needs of school children to cycle to their schools safely must be factored into the design for traffic calming measures. It would be an opportune time to carry out works needed to provide safe cycling facilities when the traffic calming measures are being implemented.

2. The traffic calming measures should pay heed to the recommendations of the Traffic Management Plan rather than being completed as proposed only to find that the bigger picture was missed. The following objective from the Local Area Plan leads us to expect that the Traffic Management Plan will be completed by September 2018:

***MT03.1:*** *To seek to prepare, within 12 months of the date of the adoption of the Celbridge Local Area Plan, a Transport Management Plan and Public Transport Strategy for Celbridge to support the sustainable growth and development of the town and to identify strategic connections for pedestrian, cyclist, bus, vehicle movement and links to the railway stations in consultation with statutory agencies, key stakeholders and the local community. Upon completion, the recommendations of the TMP shall be integrated into the LAP by way of a statutory amendment, where appropriate.*

3. Yellow boxes should be painted on the R403 at the entrances to housing estates. Due to the restrictions on overtaking that will result from the new islands, delays of 2/3 minutes may occur when passengers are boarding or alighting buses that serve the Clane Road, in particular the slow boarding Bus Eireann 120. Tailbacks caused by these delays risk blocking egress from housing estates by residents unless yellow boxes are painted on the road. For example, refer to the junctions at the entrances to Ballymakealy, Oakleigh and Celbridge Abbey though the impact may also be felt at the entrances to St. Raphael's Manor and Abbey Farm.
4. The proposal does not address the dangerous junctions in the area surrounding the service station (currently managed by Texaco). There is a bend in the road, and the road is very wide at this point.
5. Incorporation of a "Zebra-style" crossing" into at least some of the proposed traffic islands should be considered. Most notably, the area near the route 120 / 67X bus stops is busy with commuters who need to cross the road, and is realistically too far from any other safe road crossing.
6. Similar traffic calming measures should be implemented along the Shackleton/ Oldtown Road.



We trust that the points raised by Celbridge Community Council will be taken into consideration in finalising the plan for traffic calming on the Clane Road.

Yours faithfully,

**David Trost**

**Secretary**

**Celbridge Community Council**