



MONASTEREVIN LOCAL TRANSPORT PLAN

JUNE 2026

TRANSPORTATION DEPARTMENT
KILDARE COUNTY COUNCIL



Transportation Department
Kildare County Council
Áras Chill Dara,
Devoy Park, Naas,
County Kildare W91 X77F

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Glossary

AA	Appropriate Assessment
ABTA	Area-Based Transport Assessment
BUA	Built-Up Area
CDP	Kildare County Development Plan 2023 – 2029 (as varied)
CSO	Central Statistics Office
DMURS	Design Manual for Urban Roads and Streets
DoTSO	Department of Transport Support Office
ED	Electoral Divisions
EMRA	Eastern and Midlands Regional Assembly
GDA	Greater Dublin Area
HGVs	Heavy Goods Vehicles
KCC	Kildare County Council
LACAP	Local Authority Climate Action Plan
LAP	Local Area Plan
LTP	Local Transport Plan
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NTA	National Transport Authority
OPW	Office of Public Works
pNHA	proposed Natural Heritage Area
POWSCCAR	Place of Work, School, College or Childcare Anonymised Records (Census 2022)
RPO	Regional Policy Objectives
RPZ	Rent Pressure Zone
RRDF	Rural Regeneration Development Fund
RR-NSA	Regional Road – Network Safety Analysis
RPZ	Rent Pressure Zone
RSA	Road Safety Authority
RSES	Regional Spatial and Economic Strategy
RTPI	Real Time Passenger Information
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SRTS	Safe Routes to School
SuDS	Sustainable Drainage System
TFI	Transport for Ireland
TII	Transport Infrastructure Ireland
TTA	Traffic and Transport Assessment
UE	Uisce Éireann
VRU	Vulnerable Road User

Executive Summary

The Monasterevin Local Transport Plan (LTP) sets out a coherent programme of walking, cycling, public transport and traffic management measures to support compact growth and a sustainable mode shift for the settlement of Monasterevin in keeping with established national and regional transport and planning policy. The LTP also seeks to comply with required reductions in emissions in the transport sector as part of national commitments on climate action. Its role is to inform integrated land use and transport planning decision-making as part of the preparation of the next Settlement Plan for Monasterevin¹ whilst also prioritising projects for funding and delivery in the town. Furthermore, the LTP incorporates defined indicators for tracking progress and monitoring the implementation of its provisions.

¹ The Monasterevin Settlement Plan will replace the Monasterevin Local Area Plan (LAP) 2016-2022 and will be integrated into the Kildare County Development Plan 2023-2029 (as varied) by way of a statutory variation.

1. Introduction

As part of the requirement for an evidence-based approach to land use planning, as set out in the National Planning Framework (NPF) First Revision (2025) and the Regional Spatial and Economic Strategy (RSES) 2019-2031 for the Eastern and Midland Regional Assembly (EMRA), Kildare County Council (KCC) has prepared a Local Transport Plan (LTP) for the Monasterevin study area.

The LTP will identify the appropriate transport solutions for the Monasterevin study area which will allow development to occur in line with the objectives of the NPF, RSES, Kildare County Development Plan (CDP) 2023-2029 (as varied) and other planning policies including the Kildare Local Authority Climate Action Plan (LACAP) 2024-2029.

2. Purpose and Scope

The Monasterevin LTP has been prepared in accordance with the National Transport Authority (NTA) / Transport Infrastructure Ireland (TII) Area-Based Transport Assessment (ABTA) Guidance Notes (2018) and the NTA's Area-Based Transport Assessment and Local Transport Plans Supplementary Advice Note (2024). In this framework, the ABTA represents the analytical and assessment process, while the LTP sets out the policy, strategy and intervention outputs that have emerged from the ABTA process. Although closely connected, the two have distinct but complementary roles.

This document is presented as a Local Transport Plan (LTP) and has been developed in line with the ABTA methodology set out in NTA guidance, including baseline analysis, assessment of land use and travel demand, and evaluation of network capacity, permeability and modal shift potential. The ABTA provides the structured, evidence-led foundation for the Plan, while the LTP represents the strategic and implementation-focused outputs of this process, translating the analysis into a coherent package of transport policies, infrastructure proposals, and phased delivery measures. This LTP sets out the preferred transport strategy for Monasterevin, identifies priority interventions, and provides a framework for aligning future development with sustainable mobility objectives. It also establishes the medium- to longer-term direction for investment and ensures that proposals are realistic, sequenced, deliverable and consistent with land-use planning.

Accordingly, this LTP has been advanced using the ABTA methodology to ensure that all recommendations are:

- Evidence-based, reflecting a thorough understanding of Monasterevin's transport needs and constraints.
- Objective-led, supporting national and local policy priorities; and
- Fully integrated, aligning transport planning with land use, regeneration, and place-making objectives.

In summary, the ABTA shapes the analysis, and the LTP delivers the strategy. This structured relationship ensures that Monasterevin benefits from a transport plan that is robust, policy compliant, and capable of guiding sustainable growth.

The study area for the Monasterevin LTP is outlined in Figure 1. The area is based on the existing Census 2022 Built-Up Area (BUA) boundary in addition to potential future settlement expansion areas. The LTP has been prepared to support and complement the spatial planning policies of Kildare County Council while primarily aligning with the long-term direction set out in the Greater Dublin Area Transport Strategy 2022–2042. The purpose of the LTP is to undertake a comprehensive transport assessment for Monasterevin and its wider hinterland

(“the study area”), ensuring strong integration between land-use objectives and transport planning.

An iterative approach is applied throughout to ensure that key objectives, such as increasing public transport and active travel mode share are fully embedded into the final proposals contained in the LTP. The LTP also identifies the scale and type of transport interventions required to meet these objectives, while also setting out a long-term strategic framework for the development of transport infrastructure and services in the study area. In doing so, the LTP seeks to capitalise on existing and emerging opportunities and to prioritise sustainable transport as the foundation for future development.

3. Policy Context

The Monasterevin LTP is framed within a coherent policy hierarchy set at national, regional, and county levels, mandating integration of land use and transport planning to support compact, sustainable growth and modal shift. The key policy drivers are outlined in Sections 4.1 to 4.5 below.

3.1 National Policy

National Planning Framework (NPF)

The revised NPF (2025) under Project Ireland 2040 promotes (*inter alia*) improving the quality of life of the population through integrated land use planning which seeks to deliver compact growth, sustainable mobility and reduced car dependency.

Climate Action and Low Carbon Development (Amendment) Act 2021

Requires that Ireland achieve a long-term goal of net zero emissions by 2050.

Climate Action Plan 2025²

Another component of the national climate action policy framework, this plan, updated annually, outlines priorities and targeted measures for the transportation sector, emphasising the need to achieve modal shift and active travel measures to reduce transport-related emissions.

Climate Action Plan and NPF Climate Targets

Linked guidance stresses the importance of planning reform to support low carbon transport, modal shift, and compact spatial development.

National Sustainable Mobility Policy (2022)

The Department of Transport's National Sustainable Mobility Policy seeks to support national targets to achieve the emissions reductions required in the transport sector by setting out a strategic framework to 2030 to promote active travel and public transport. Sustainable mobility is defined in the policy as connecting people and places in a sustainable way by supporting:

- Safe, accessible, comfortable and affordable journeys to and from home, work, education, shops and leisure.
- Travel by cleaner and greener public transport; and
- A shift away from the private car to greater use of active travel and public transport.

National Investment Framework for Transport in Ireland (NIFTI) (2021)

This is the Department of Transport's high-level strategic framework to support the consideration and prioritisation of future investment in land transport. It aligns fully with delivery of the 10 National Strategic Outcomes of the NPF and supports

² The Government's Climate Action Plan 2025 is at the time of writing the most recently published Plan.

the implementation of other key policies, such as the Climate Action Plan. A critical component of the NIFTI is its *Intervention Hierarchy* whereby investment in transport projects is classified into four high level categories of investment which is to be used to inform intervention decisions. The hierarchy states that the best use of existing transport assets should be the first solution considered. This is followed by maximising the value of the network through optimising its use. Investment will only then be considered after these two categories have been assessed as inappropriate, with upgrades to existing infrastructure to be considered before outright new infrastructure is proposed. Lastly, new infrastructure should only be considered once all other options have been discounted.

3.2 Regional Policy

Eastern and Midland Regional Spatial and Economic Strategy (RSES) (2019–2031) for the Eastern and Midland Regional Assembly

Supports Project Ireland 2040 by promoting sustainable transport and compact regional development. Regional Policy Objectives (RPOs) 8.1 – 8.4 emphasises the importance of pursuing an integrated approach to land use and transport planning. Other key transport provisions of the RSES includes support for the 10-minute settlement concept, compact growth, and sustainable transport networks.

The RSES provides for the preparation of Local Transport Plans for settlements to align transport investment with land use planning. The strategy notes that the policies, objectives and measures which emerge from the LTPs shall be incorporated into the relevant statutory land use plans pertaining to each settlement.

The Greater Dublin Area (GDA) Transport Strategy 2022–2042

This Strategy provides a framework to implement and expand upon the sustainable movement objectives outlined in both the NPF and the RSES. Furthermore, it sets out how the transport sector in the GDA is going to be rebalanced to achieve major reductions in greenhouse gas emissions to 2030 and beyond, as mandated by the Climate Action and Low Carbon Development (Amendment) Act 2021.

3.3 County Policy

Kildare County Development Plan 2023–2029 (as varied)

The Kildare County Development Plan (CDP) designates Monasterevin as a Self-Sustaining Town. Such settlements are described in the RSES as towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services, and which require targeted ‘catch up’ investment to become more self-sustaining.

Under the Core Strategy of the County Development Plan (as varied), Monasterevin has received an allocation of 488 housing units which would result in a planned population increase of between 1,342 and 1,449 persons.³

Chapter 5 – Sustainable Mobility and Transport mandates:

- Integration of land use and transport planning.
- Adoption of the Avoid-Shift-Improve model and 10-minute settlement concept.

Sustainable Mobility and Transport Policies and Objectives:

- Action TM A2: Requires the preparation of Local Transport Plans in collaboration with the NTA and TII.
- Policy TM P2 and TM P3: Promote integration of land use and transport planning to reduce car dependency.
- Objective TM O12: Investigate the feasibility of developing a cycle way between Kildare Town and Monasterevin.
- Objective TM O13: Facilitate implementation of public transport projects and encourage transport agencies and providers to improve existing public transport routes.
- Objective TM O16: Support and facilitate the improvement of public transport in Monasterevin.
- Objective TM O19: Ensure all roads in new development proposals comply with Design Manual for Urban Roads and Streets (DMURS) standards.
- Objective TM O20: Prioritise full permeability for walking and cycling, and public transport (where appropriate) in new development layouts.
- Objective TM O21: Ensure site layout proposals detail existing and possible future permeability connections between existing and proposed development to facilitate the 10-minute settlement concept.
- Objective TM O24: Implement greenway and blueway projects that promote walking and cycling including the feasibility of re-opening/upgrading access route and trail along eastern bank of the River Barrow between Monasterevin and Athy.
- Objective TM O38: Support cycling as a practical transport choice by providing secure, well designed and well-lit cycle parking facilities, including electrical and cargo/delivery bicycle parking in towns, at public service destinations and in all new residential and commercial developments.

³ This figure incorporates the original allocation of 238 units under the CDP combined with an additional allocation to Monasterevin of 250 units under Variation No. 3 to the CDP. The range of population increase provided relates to two different calculations one based on a unit occupancy rate of 2.75 persons (2022 national average) and the other based on a 2.97-person occupancy rate (County Kildare average – Census 2022).

- Action TM A 17: Prepare cycle parking strategies and investigate appropriate locations for cycle parking facilities to ensure sufficient on-street cycle parking in towns and villages.
- Action TM 18: Carry out local traffic management improvements to provide safer routes to school to support the Green-Schools Travel Programme and Safe Routes to School Programme.
- Target TM T1: Reduce current car-based trips to work from 74% to 50% and car-based trips to education from 50% to 40% by the end of the CDP period, as a minimum.
- Targets TM T2 and T3: Increase current modal shares of trips to work by walking to 20% and cycling to 10%, increase modal shares of trips to education by walking to 50% and cycling to 15% during the lifetime of the CDP, as a minimum.
- Targets TM T4 and T6: Increase current modal shares of work trips by bus to 13% and train to 14%, increase modal share of trips to education by public transport to 25% during the lifetime of the CDP, as a minimum.

Additionally, Table 5.5 of Chapter 5 lists regional roads identified for improvement including the R445, R417, R414 and R424 routes within the Monasterevin study area.

Kildare County Council Local Authority Climate Action Plan 2024–2029

The central aim of the Local Authority Climate Action Plan (LACAP) is to align the work of the Kildare County Council with the Government's national climate objective which seeks to achieve the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050. The interim goal of realising a 51% reduction in greenhouse gas emissions by 2030 is a key area of focus for the LACAP which aims to promote and deliver best practice in climate action in the county. Accordingly, every piece of work that is carried out by the Council is to be undertaken through a climate lens. The LACAP is centred around five thematic areas of implementation which in turn informs specific actions. One of these thematic areas is Built Environment and Transport.

3.4 NTA and TII Technical Guidance

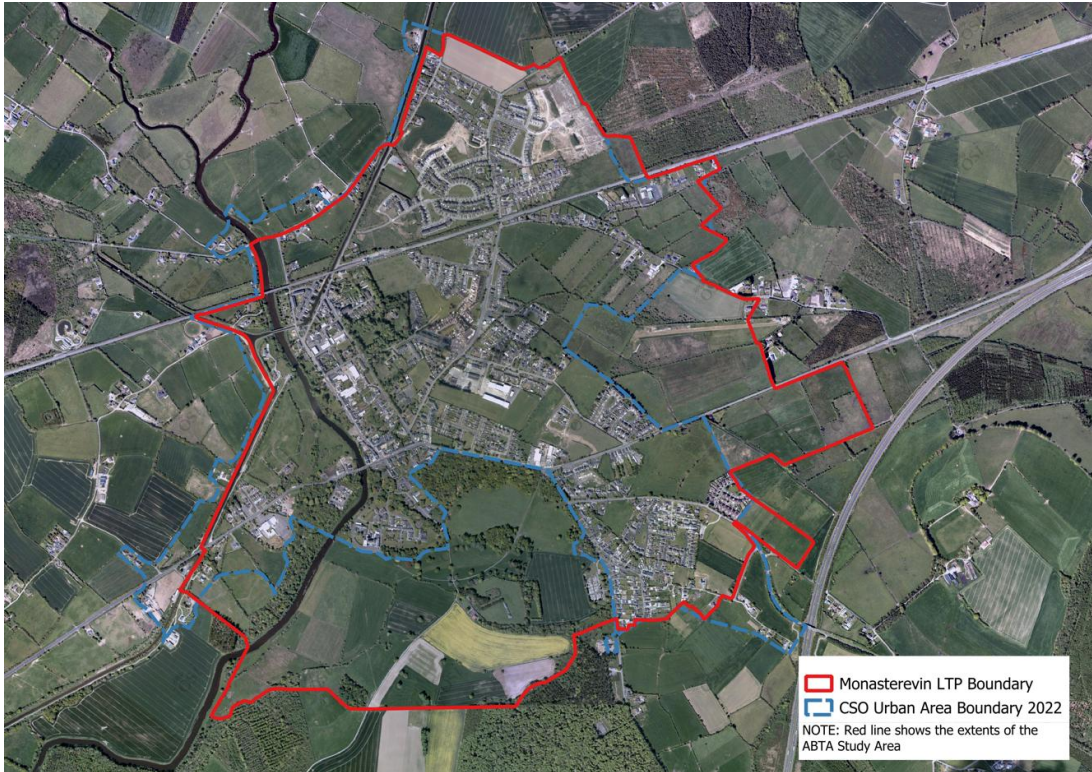
Area-Based Transport Assessment (ABTA) Guidance (2018) and ABTA/LTP Supplementary Advice Note (2024) define LTPs as interventions derived from ABTAs and provide step-by-step methodology, including governance and integration checkpoints.

4. Evidence Base and Baseline Conditions

4.1 Transport Assessment Study Area

For the purposes of this LTP the red line boundary in Figure 1 below has been taken as the extent of the study area.

Figure 1: Monasterevin LTP Study Area Boundary



4.2 Settlement Context

4.2.1 Building Use

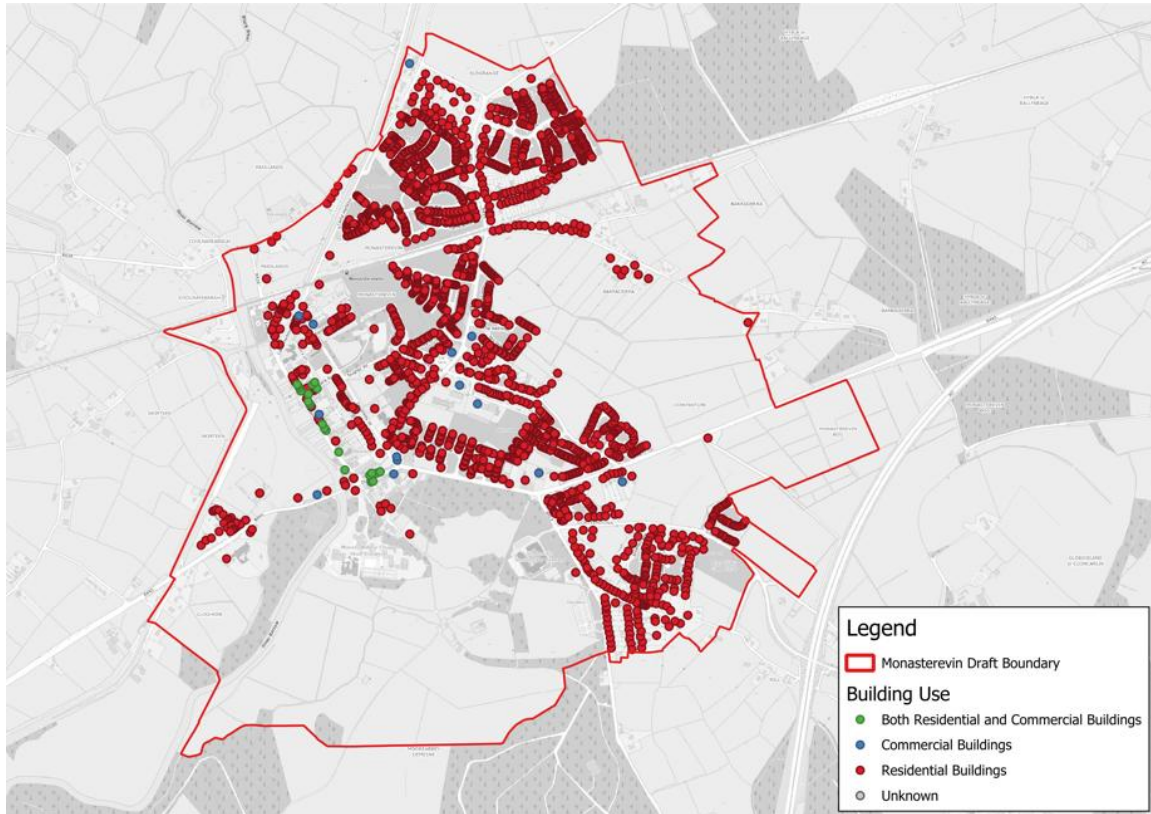
Monasterevin has experienced sustained population growth over the past two decades, more than doubling from 2,583 persons in 2002 to 5,307 persons in 2022. Much of its housing stock was developed during the early 2000s economic boom, with construction slowing significantly after 2008. Vacancy rates, once notable, have moderated in recent years, and the town has been part of a Rent Pressure Zone since September 2020, limiting annual rent increases.⁴

Commercial activity in Monasterevin is primarily focused within the historic town centre. Millstream Shopping Centre, located at the junction of Togher Street and the Rathangan Road (R414), serves as a key retail hub, anchored by SuperValu

⁴ Note: Statutory provisions for Rent Pressure Zones (RPZs) have been superseded by the Residential Tenancies (Amendment) Act 2025 and related legislation which replaces the RPZs with an annual cap of 2% on rent increases, or by the rate of inflation (whichever is higher).

and supported by a range of smaller commercial units. This area is further enhanced by mixed-use developments featuring ground-floor retail with residential or office uses on the upper floors. Aside from the lands at Cowpasture, industrial zoned lands are primarily located on the periphery of the town, notably a 26.1-hectare site on the R445 Dublin Road which was zoned for H: Industry and Warehousing and Q: Enterprise and Employment use in the Monasterevin Local Area Plan (LAP) 2016-2022 but remains undeveloped. Residential areas dominate the remainder of the town, with newer estates expanding outward from the centre, to the east and to the north of the rail line.

Figure 2: Residential and Commercial Buildings



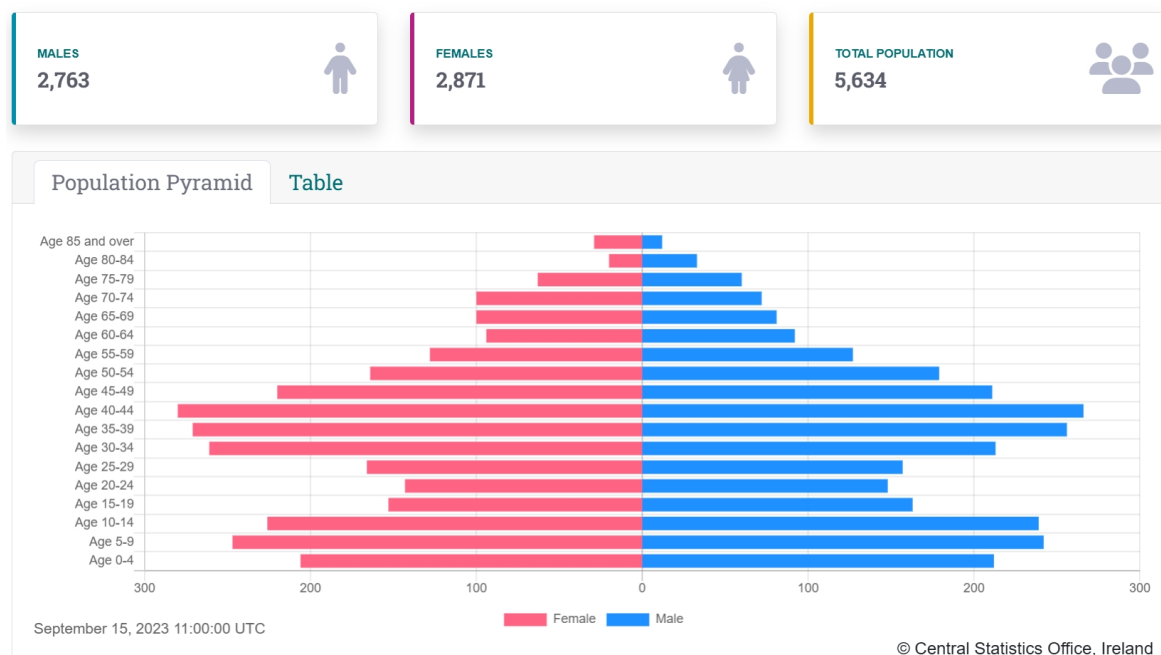
4.2.2 Population Size and Density

Monasterevin Population and Housing (2022 Census)

Census 2022 records the total population across the Monasterevin Electoral Divisions (EDs) as 5,307 people, representing a 25% increase from 4,246 people in 2016 and continuing the strong growth trend observed since the early 2000s. Within this, the Monasterevin urban ED accounts for 3,257 people, with a housing stock of 1,180 units and approximately 70 vacant households (excluding holiday homes). The Monasterevin rural EDs have a combined population of 2,050 people, with a housing stock of 770 units and approximately 50 vacant households. Across the EDs, there are circa 1,950 occupied dwellings, giving an average household size of 2.72 persons. Vacancy rates remain relatively low,

broadly reflecting the wider County Kildare trend (circa 5.1%), and have decreased since Census 2016, indicating strong housing demand, further influenced by the designation of Monasterevin as a Rent Pressure Zone (RPZ). Growth in housing stock, by approximately 400 units since 2016 has largely occurred in new residential developments to the northeast and east of the River Barrow, including Ferns Bridge, Brocan Wood and Oldgrange Wood.

Figure 3: Monasterevin Population Size, Gender and Age Breakdown (Census 2022)



4.2.3 Jobs Distribution and Employment Profile

The town's principal employment clusters are located within the historic town centre, the industrial estate at Cowpasture, and along the regional transport corridor incorporating the R445 Regional Road and the Dublin–Cork rail line. These clusters form the town's key internal trip attractors and generate a dispersed travel pattern across Monasterevin.

Monasterevin has experienced sustained population growth, reflecting its development as an increasingly attractive commuter settlement supported by high-quality interurban rail services. This growth trajectory places additional pressure on existing transport infrastructure and underscores the need to prioritise compact growth, integrated land use and transport planning, and enhanced permeability within the town.

Census 2022 recorded that there were 1,443 jobs based within the Built-Up Area (BUA) of Monasterevin. The largest areas of employment within the town include the Education, Human Health and Social Work Activities sector (56.4%), the

Wholesale, Retail, Transportation and Accommodation sector (17.7%) and the Information, Communication, Financial and Real Estate sector (9.6%). The Manufacturing, Mining, Quarrying, Electricity and Gas sector accounts for just 4.6% of jobs based in the town, reflecting the lack of any significant industrial development in Monasterevin.

The job ratio recorded for Monasterevin in Census 2022 was 0.60, which means that there were only six jobs available in the town for every 10 resident workers.⁵ Overall, the town had a net outflow of 967 workers in 2022 which while substantial has reduced from a net outflow figure of -1,110 workers in 2016. Notwithstanding this, Monasterevin is an important employment centre which serves a wide rural hinterland in southwest Kildare, extending across the county boundary into County Laois. The results of Census 2022 show that some 968 people travel into Monasterevin to work in jobs based in the town.

Census 2022 also recorded that 19.7% of resident workers lived and worked in the town, 33.7% worked elsewhere in County Kildare and 29.2% worked outside the county. Furthermore 18.5% of resident workers commuted to a place of work in Dublin City and Suburbs in 2022. These statistics serve to highlight Monasterevin's established status as a commuter town.

However, Monasterevin's designation as a Self-Sustaining Town, coupled with its strong rail and road connections, suggests a significant proportion of its workforce commutes to higher-order centres, including Kildare Town, Newbridge, Naas, Portlaoise and Dublin. This outward commuting pattern highlights the strategic importance of rail services, regional bus connectivity, and park-and-ride capacity, as well as the need for high-quality walking and cycling access to the train station.

The structure of local employment, anchored by service and commercial functions in the town core, automotive and industrial activity within the industrial estate at Cowpasture, and regionally orientated service employment associated with Junction 14 Mayfield Service Station, further strengthens the case for enhanced multimodal connectivity.

These dispersed employment nodes require a transport strategy that prioritises short internal trip capture, reduces car dependency for short journeys within the town, and improves the attractiveness of active modes for access to employment.

⁵ The term job ratio (employment to population ratio) relates to the number of jobs based in a settlement or area divided by its resident workforce; it does not factor in employees commuting in or out of the town to work. For example, a job ratio of 1 (or 1:1) for a town or area would mean that theoretically there is one job available for every resident worker. A jobs ratio of less than 1 means that the overall a portion of the resident workforce must leave the area to go to a place of employment.

4.2.4 Schools and Education Facilities

Monasterevin is currently served by three primary schools and one secondary school. All schools function as major trip generators for the town.

The three primary schools comprise of St Evin's National School, St Peter's National School and St John's National School, all of which are located along Drogheda Street. St Evin's National School and St Peter's National School will be merged into one large primary school at the existing St Evin's National School campus and works are underway with this amalgamation expected to occur in September 2026.

The existing school buildings at St Peter's National School are proposed to be repurposed into a school for children and young people with special educational needs.

St Paul's Secondary School is the sole post-primary level institution in Monasterevin, operating from a campus in the Moore Abbey Demesne.

The location of education facilities is shown on Figure 4 overleaf.

Figure 4: Education Facilities in Monasterevin



4.3 Public Transport

Monasterevin has a reasonable public transport offering for a town of its size which is primarily focused on regional connectivity via rail, inter-urban and local link bus routes. Public transport services function mainly as connections to larger neighbouring urban centres such as Kildare, Portlaoise and Dublin.

4.3.1 Rail Services

Monasterevin Train Station, located north of the town centre, off Station Road, is served by Irish Rail Commuter and Intercity services on the Dublin to Cork mainline. Monasterevin Train Station is within a short walking distance (6 minutes) from the town centre, with connecting bus stops nearby.

Monasterevin is served by the following routes - Dublin Heuston to Portlaoise Commuter service with circa 23 daily return services (Monday to Saturday). Commuter services to/from Dublin Heuston operate regularly throughout the day with departures from Monasterevin beginning at 05:45 and continuing until 23:00, serving both Dublin and Portlaoise directions with connections to Grand Canal Dock and DART services available. Typical commuter journey times to Dublin range from approximately 55 to 60 minutes.

In addition to Dublin City, this service provides key commuter links to Portlaoise (18 minutes), Kildare Town (8 minutes) and Newbridge (15 minutes). Connections to Cork Intercity services and onwards to Limerick Junction, Tralee, Galway, Westport and Waterford are available via transfer at Portlaoise, Portarlington and Kildare Town.

Cork Intercity services serving Monasterevin run approximately every 1 hour and 20 minutes with typical journey times to Dublin of around 45 minutes

The location of the train station in Monasterevin is shown in Figure 5. This shows the train station at Canal Harbour, just to the north of the core urban area.

Figure 5: Location of Monasterevin Train Station



4.3.2 Bus Services

Monasterevin is served by several regional bus operators, including Dublin Coach, J.J. Kavanagh, and Transport for Ireland (TFI) Local Link services. These operators provide connections to larger settlements and surrounding areas. While TFI Local Link routes (including Routes 806 and 888) provide several stops within the town, these services are primarily designed to facilitate inter-urban and rural connectivity and do not function as a dedicated internal town bus network serving local trips within Monasterevin.

4.3.2.1 Regional Bus Routes Serving Monasterevin

Dublin Coach:

- Route 726 – Portlaoise – Kildare – Red Cow – Dublin Airport

Provides 24-hour services with hourly departures to and from Dublin Airport.

JJ Kavanagh:

- Route UM14 – Portlaoise – Maynooth University, one service each way Monday to Friday with stop at Monasterevin Garda station.

- Route IW02 – Newbridge – Carlow, one service each way Monday to Friday with stop at Monasterevin (Fitzpatrick’s Garage).

TFI Local Link:

- Route 806 (Laois–Offaly) – Portarlington – Monasterevin, operating 9 daily return services from 06:15 to 21:35 with stops at Oldgrange Wood, Monasterevin Train Station and St John’s Church.
- Route 888 (Kildare - South Dublin) – Athy – Allenwood, operating 5 daily return services from 06:26 to 18:59 with stops at Old Grange Wood, Monasterevin Shopping Centre, St Peter’s School, Monasterevin Train Station and Drogheda Street.

4.3.2.2 Connectivity to Nearby Towns

Kildare Town:

- Direct hourly bus services operate between Kildare and Monasterevin, with an average journey time of 14 minutes.

Portarlington:

- Served via Local Link Route 806, connecting Monasterevin to Portarlington Train Station and town centre.

Athy:

- Served by Local Link Route 888.

4.3.2.3 Local Bus Stops

There are two formal bus stops within the town located at:

- Market Square (Stop ID: 136501), and
- Greystones (Stop ID: 152361),

These are served by Dublin Coach, J.J. Kavanagh and TFI Local Link services. In addition, a number of informal stopping locations are used by J.J. Kavanagh and TFI Local Link services throughout the study area, as indicated in Figure 8, including:

- Drogheda Street,
- Dublin Road,
- St Peter’s National School,
- St Paul’s Secondary School,
- R414 at Oldgrange Wood, and
- Togher Road.

5. Existing Networks and Strategies

5.1 Walking and Universal Accessibility

The delivery of a comprehensive, universally accessible walking network forms a key component of the previous Monasterevin LAP 2016–2022. This aim is supported by a range of strategic objectives of the Plan, which seeks to promote a sustainable transport system and improved connectivity between residential areas, the town centre and key community amenities, in line with the principles of DMURS.

Specific provisions of the LAP relating to the promotion of the walking environment and universal accessibility in Monasterevin include:

- Promotion of a sustainable transport system, with walking supported as a core mode for short, local trips between residential areas, the town centre and key community amenities.
- Application of DMURS principles, to improve pedestrian priority, safety, comfort and universal accessibility within the existing street network.
- Improvement of permeability and pedestrian connectivity, particularly within residential estates and between neighbourhoods and the town centre, to address legacy network constraints.
- Support for recreational walking and cycling routes, including the Barrow Blueway along the Grand Canal and River Barrow, as part of the town's wider amenity and tourism strategy.
- Enhancement of the public realm, recognising streets and spaces as places for people and supporting walkability as part of town centre regeneration and place-making objectives.

Monasterevin is characterised by several residential estates with limited permeability, resulting in poor connectivity between neighbourhoods and key destinations. Existing pedestrian routes vary in width, quality and connectivity, and many areas lack consistent footpath networks, making short local trips more difficult to do safely on foot.

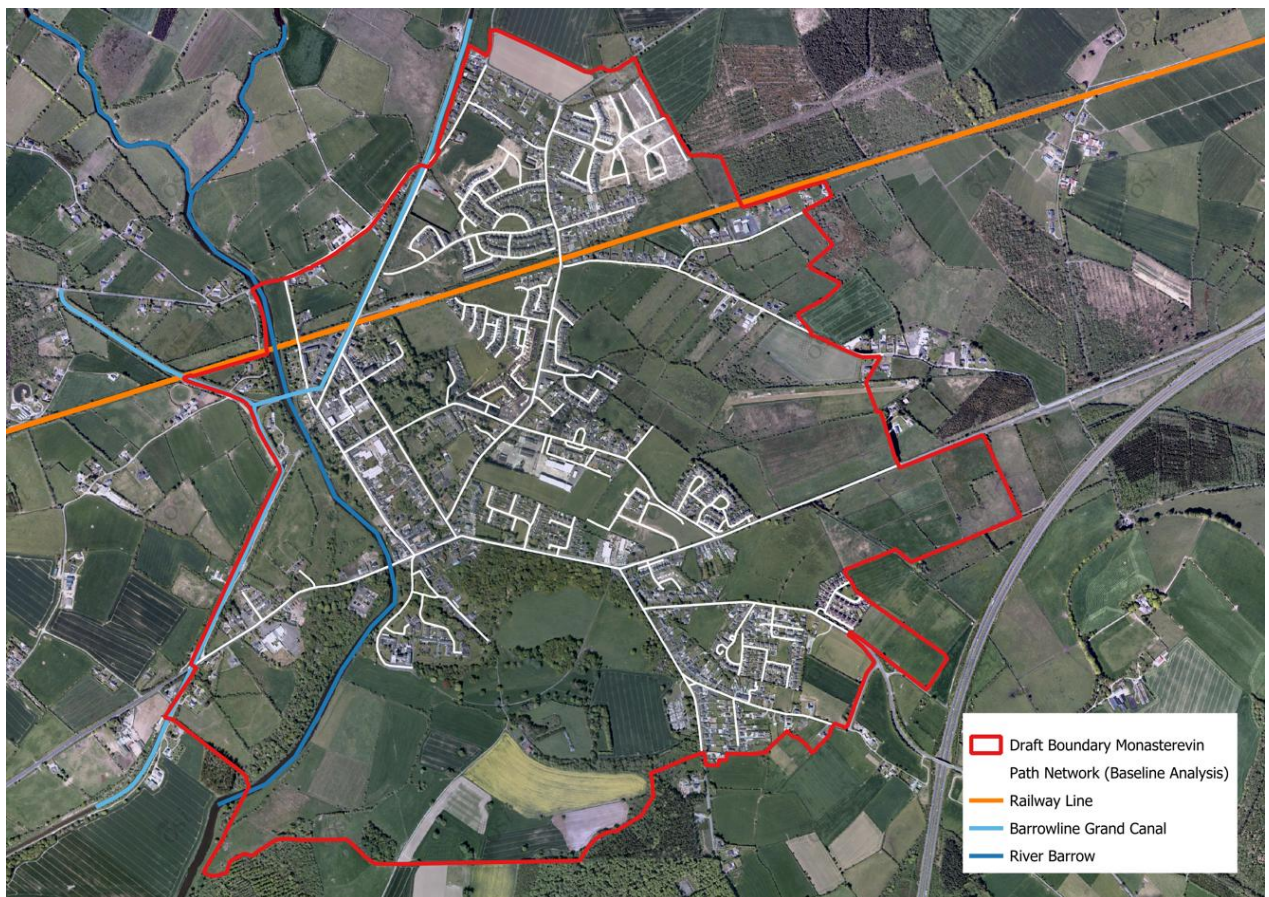
Notwithstanding these constraints, Monasterevin benefits from the Barrow Blueway, which is now substantially complete and provides a continuous, high-quality walking and cycling route along the Grand Canal to the west of the town. At present, the Barrow Blueway functions primarily as a recreational and tourism amenity, supporting leisure walking and cycling and contributing to the town's wider tourism offer. While it provides a high-quality off-road environment, its role in facilitating everyday trips within the town is currently limited.

Although the opening of the M7 Monasterevin Bypass in 2004 has reduced the volume of through-traffic within the town, local road safety and pedestrian comfort issues remain on sections of the local road network. The Monasterevin

LAP 2016-2022 recognises the need for ongoing traffic monitoring and the application of passive traffic calming and DMURS-led street design principles to support pedestrian priority, improve safety and enhance universal accessibility, particularly within residential areas and the town centre.

Overall, the existing walking environment in Monasterevin reflects a combination of legacy network constraints and more recent strategic investment in recreational infrastructure. The adopted planning framework outlined in the LAP provides a clear strategic basis for improving pedestrian connectivity, permeability and universal accessibility across the town.

Figure 6: Current Connectivity Network



5.1.1 Key Connectivity Barriers

Walkability in Monasterevin is hindered by the historic pattern of development and the poor level of connectivity between residential estates. Many neighbourhoods have been developed as standalone cul-de-sac schemes with limited or no permeability to adjacent areas. The town is further constrained by significant linear barriers, including the railway line, the Grand Canal, and the River Barrow, which restrict both east–west and north–south movement and concentrate crossings at a small number of locations. These barriers create indirect longer routes for pedestrians, reducing the attractiveness of walking for short trips to key destinations within the town.

According to the 2016 Census, only a modest proportion of work and school commutes within Monasterevin were made on foot, a trend that continues in the Census 2022 POWSCCAR⁶ baseline dataset, where walking accounts for 10.4% of trips, despite a high share of trips being internal to the town. Factors contributing to this include the dispersed location of schools and community facilities, which are primarily concentrated on the eastern side of the town, and the lack of direct walking routes from western residential areas.

Figure 7: Identified Connectivity Barriers



⁶ Place of Work, School, College or Childcare Anonymised Records (POWSCCAR) is a dataset from the Central Statistics Office (CSO) of Ireland that captures information about individuals' places of work and education. The dataset includes information obtained from Census 2022, which is used to analyse commuting patterns and educational attendance in Ireland.

5.1.2 Current Catchment Area Analysis

This section outlines the current catchment areas for key trips attractors in Monasterevin. The analysis uses ArcGIS software to determine how many residential and commercial buildings are within a set walking distance from a certain trip attractor. This is calculated using the baseline walking/path network, illustrated in Figure 6.

The baseline catchments for each type of trip attractor are shown in Figure 8 to Figure 16. In these figures, the shaded area illustrates the area within a certain walking distance of the destination with the current walking network. The dotted line shows the theoretical area within walking distance of the trip attractor, if there were no impediments to walking.

The trip attractors included in this analysis are as follows:

1. Bus stops
2. Monasterevin Train Station
3. Health Facilities
4. Main Street
5. Primary Schools
6. Secondary School
7. Public Service – Garda Station and Library
8. Sports Amenities
9. Supermarkets

Figure 8: Bus Stop Catchment Area



Network based 500m walking distance catchments indicate that the majority of Monasterevin's built-up area is within walking distance of an existing bus stop. Coverage is strongest across the central street network and established residential areas, with reduced coverage towards peripheral edges where the street network becomes less connected. This reinforces the importance of targeted permeability and footpath upgrades to improve access to bus services.

Figure 9: Train Station Catchment Area

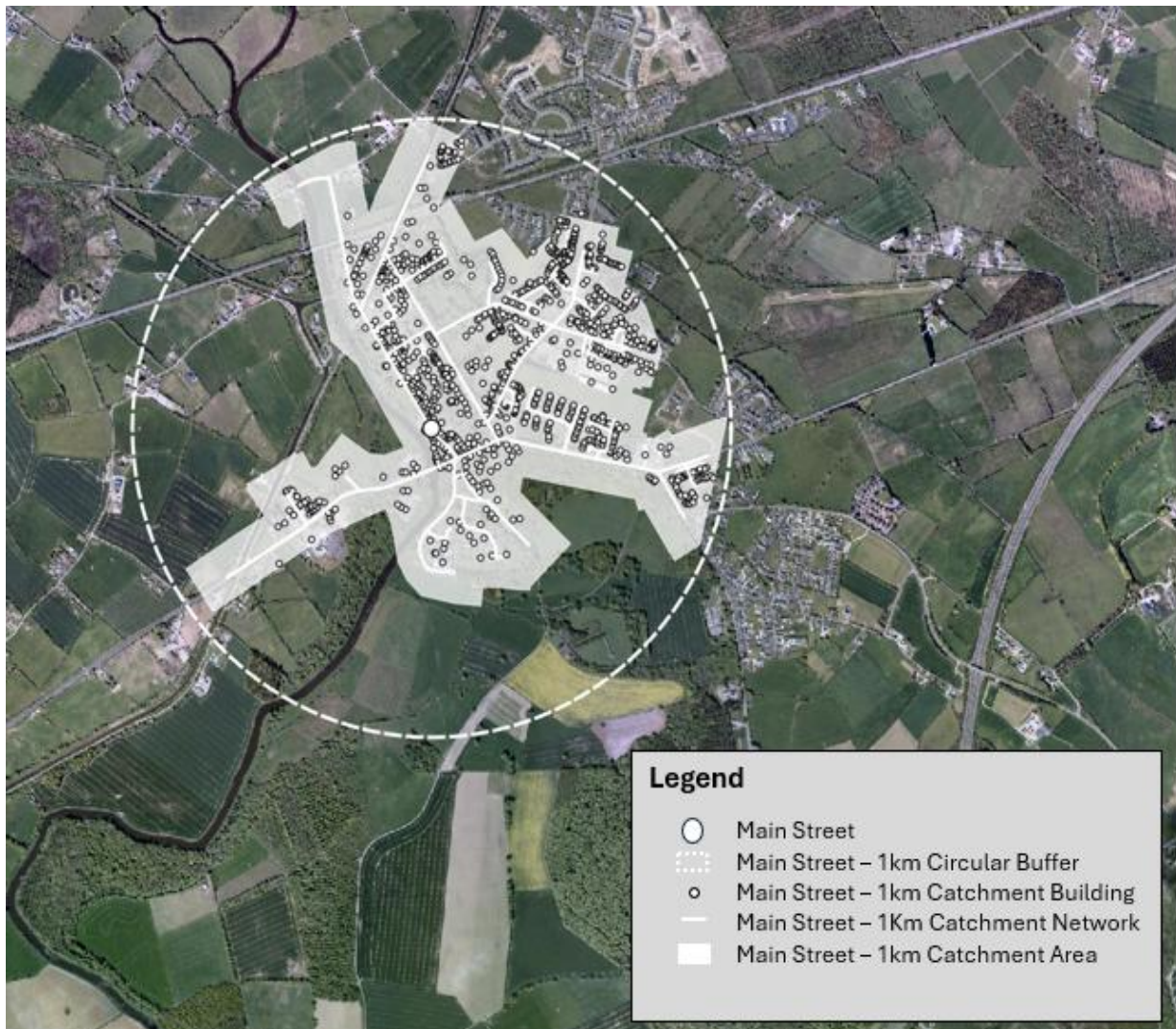
The train station benefits from its proximity to the town centre and strong accessibility from adjoining areas immediately to the north and south. However, effective walking access from residential areas to the northeast and southeast of the station is constrained by indirect routing, the railway line itself, and limited crossing opportunities. As a result, several established residential areas that are relatively close to the station in notional distance terms (as the crow flies) fall outside a convenient walking distance catchment. This highlights that connectivity limitations are driven by network structure and severance rather than a lack of nearby residential development, reinforcing the importance of targeted permeability and station-access improvements.

Figure 10: Health Facilities Catchment Area



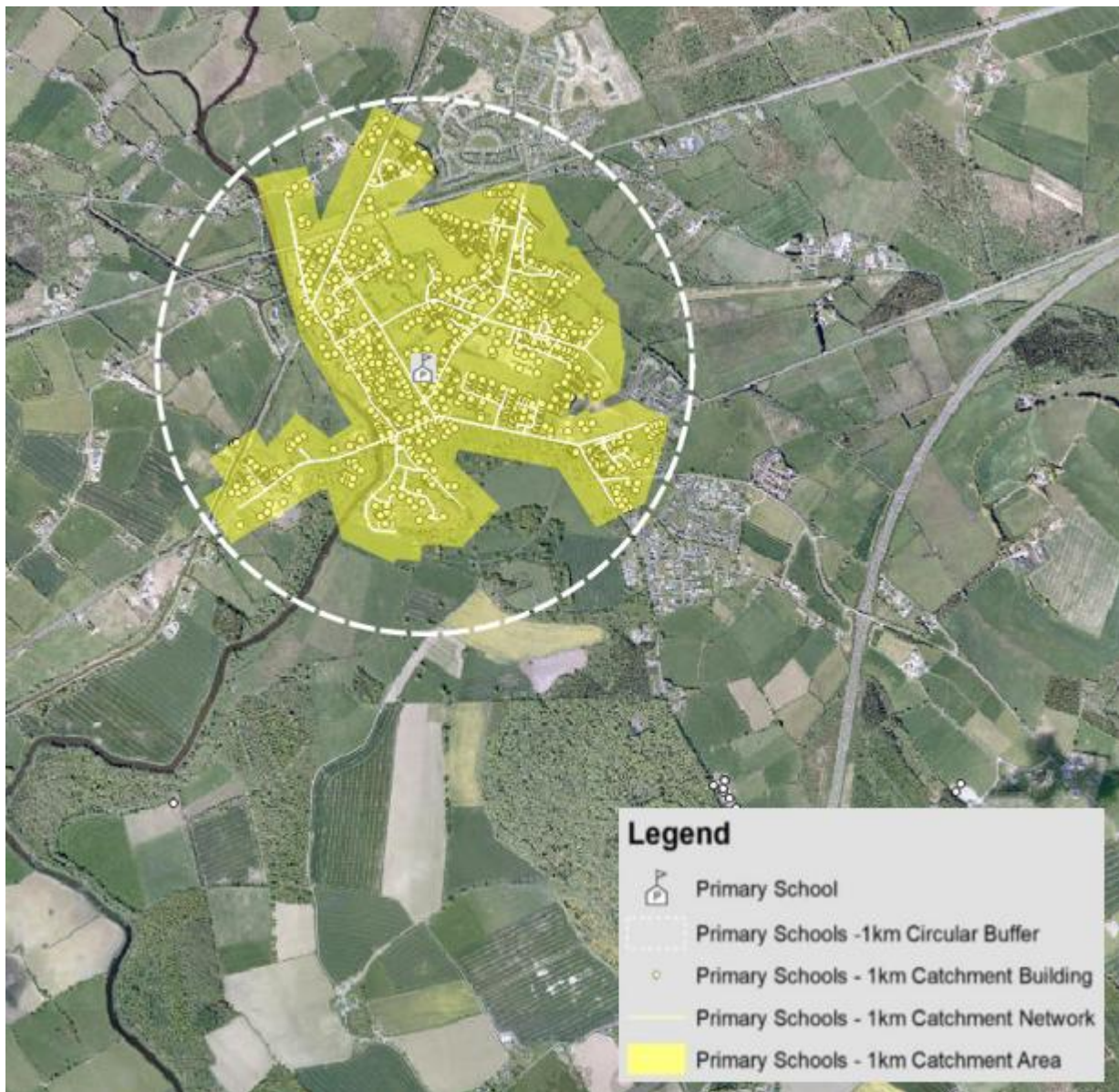
The walkable catchment for health facilities in Monasterevin is concentrated in the central and southern parts of the town, with very limited coverage extending north past the railway line or into the southeast. This pattern reflects both the location of the health facility and the distribution of residential development, as well as the constraining effect of the railway line and the limited permeability of the street network in these directions. As a result, residents in the northern and southeastern outskirts of the town have reduced walkable access to health services, despite being within 1 km walking distance as the crow flies.

Figure 11: Main Street Catchment Area



The town centre walking catchment is strongest on the eastern side of Monasterevin and weakens towards the west and north-west. This pattern reflects the combined influence of the River Barrow and Grand Canal corridors, together with historic cul-de-sac residential layouts that limit direct east-west permeability. Addressing these severance effects would materially expand the walkable catchment of the town centre and support delivery of the 10-minute settlement objective.

Figure 12: Primary School Catchment Area



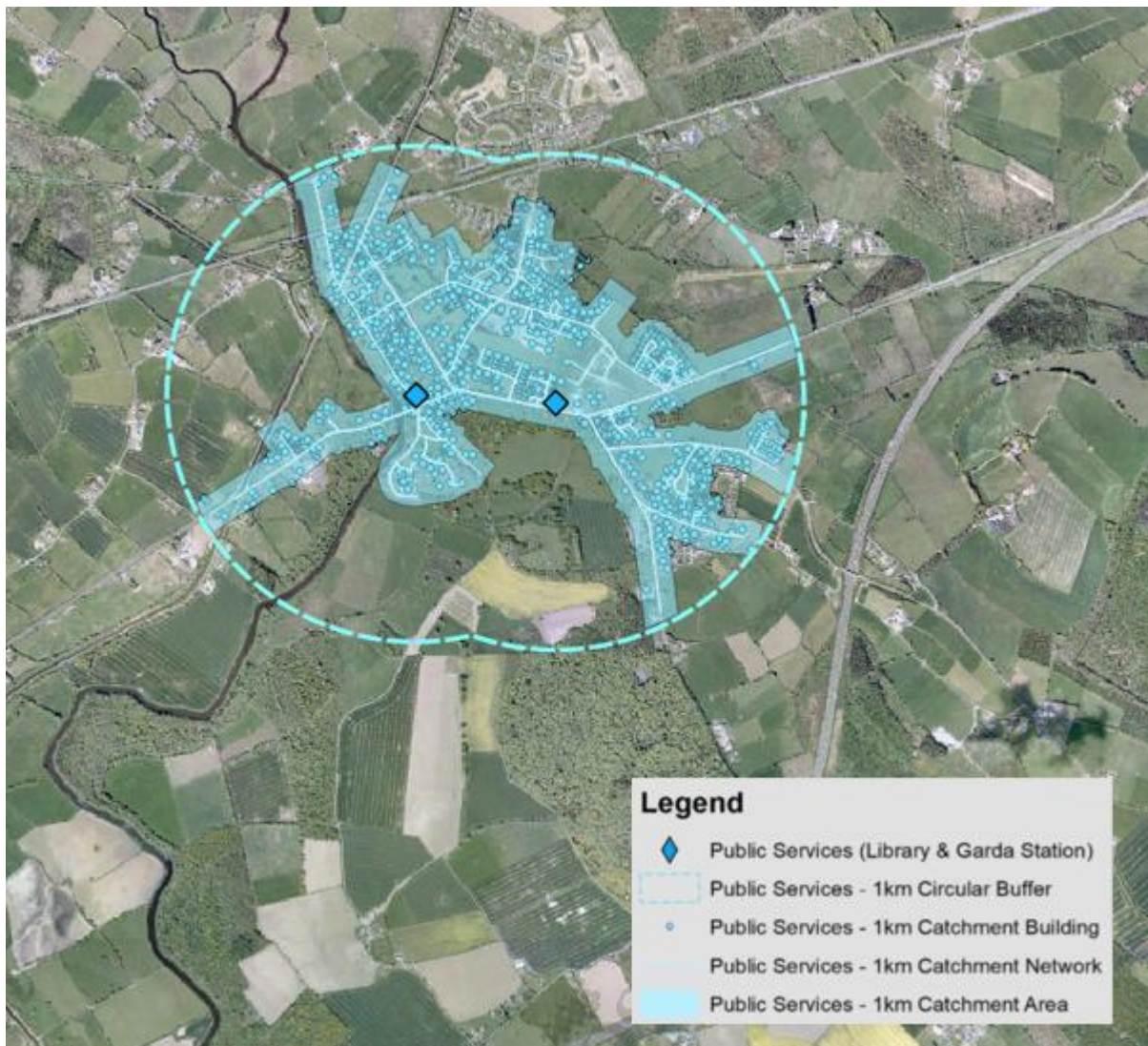
The walkable catchment for primary schools in Monasterevin, is concentrated in the central and eastern parts of the town, closely following the main built-up area. The catchment extends well to the south and west along the primary road network, but coverage is notably limited to the north and southeast resulting in many pupils living in these areas facing longer or less direct walking routes to school. The notional 1 km circular buffer covers a much larger area, but the actual walkable catchment is constrained by the street network and the location and permeability of residential development.

Figure 13: Secondary School Catchment Area



The walkable catchment for St Paul's Secondary School in Monasterevin is focused around the central and southern parts of the town. The catchment extends well to the south and east but notably excludes the substantial residential areas to the north.

Figure 14: Public Service Catchment Area



The walkable catchment for public services (Garda Station and Library) covers most of the central and eastern built-up area of Monasterevin. The catchment closely follows the main residential clusters, with good coverage along the primary road network. However, coverage is limited at the outer edges of the notional 1 km circular buffer, particularly to the north, north-east, and south-east, where the catchment does not extend far beyond the core urban area.

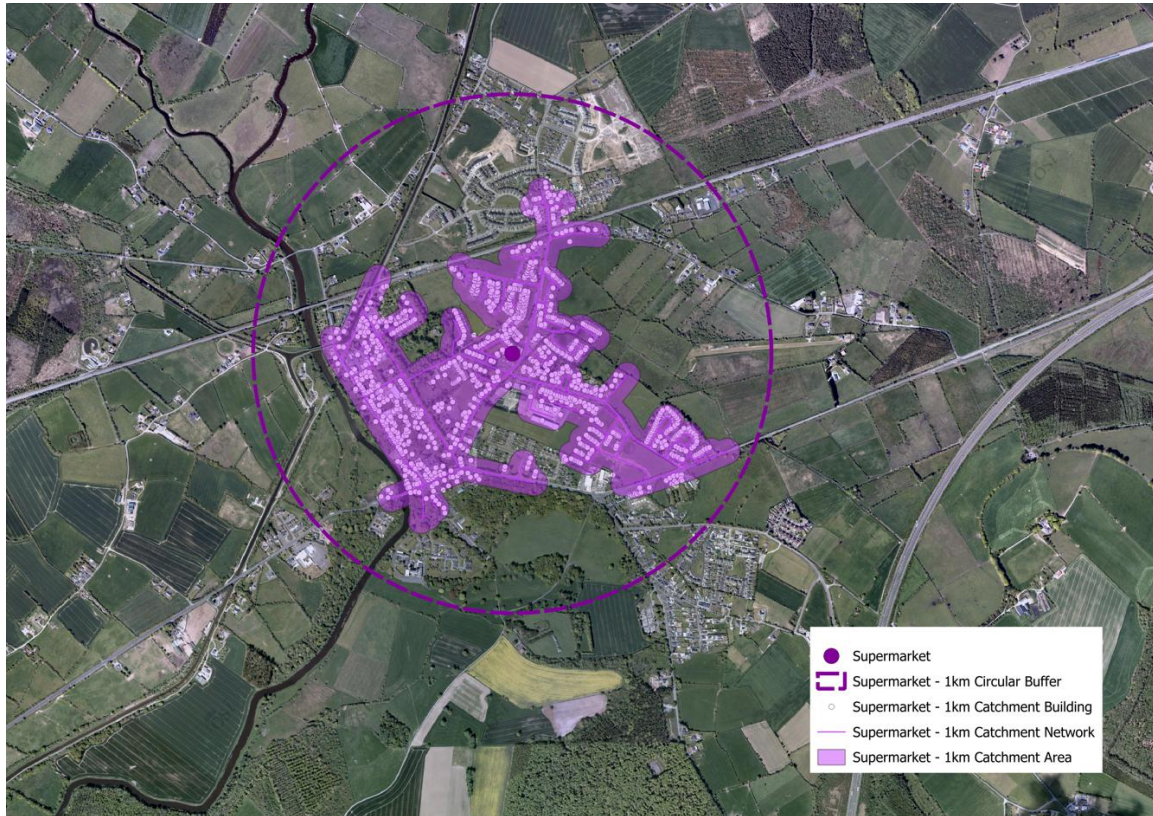
Figure 15: Sports Facilities Catchment Area



The catchment analysis for sports amenities in Monasterevin shows that most sports facilities are centrally located within the main built-up area of the town. The actual 1 km walking catchment network covers most residential neighbourhoods, ensuring good accessibility for most residents. The catchment area closely follows the street network, with the notional 1 km circular buffer extending further into rural surroundings, whilst the actual walkable catchment is shaped by the distribution of housing and the location of sports amenities.

While most established residential areas are within a convenient walking distance of at least one sports facility, Ballykelly GFC, located approximately 800 metres to the north of the town, provides for very limited walkability and falls outside the catchment area for a significant number of estates. This highlights the importance of both facility location and network permeability in supporting community access to sports and recreation.

Figure 16: Supermarket Catchment Area



The baseline catchment indicates that Monasterevin's supermarkets already function as locally accessible daily trip attractors, supporting walking for short local journeys in line with ABTA and LTP objectives. The concentration of supermarkets within the core urban area reduces the need for car-based trips from central residential areas.

However, the reduced network coverage on the town's edges aligns with wider ABTA findings on fragmented pedestrian networks, and the need for improved permeability and crossing provision.

5.2 Cycling

Cycling infrastructure in Monasterevin is limited and fragmented and is currently focused on recreational infrastructure with limited on-street facilities and no coherent urban cycle network. The Barrow Blueway which runs alongside the canal on Canal Harbour Road is a shared on-street carriageway with general traffic.

For the most part cyclists in Monasterevin are required to share carriageway space with general traffic, including Heavy Goods Vehicles (HGVs), particularly along the R445 Dublin Road corridor and approaches to town. Local residential streets provide lower traffic environments and are used informally by cyclists; however, these streets do not form a coherent or legible cycling network and often lack direct or convenient connections to key trip attractors such as schools, the train station and the town centre.

As a result, cycling is generally limited to more confident users, resulting in low uptake among children, older people and less experienced cyclists.

Not surprisingly, cycling remains a minor commuting mode within Monasterevin, accounting for approximately 1.5% of trips as recorded by Census 2022, well below the potential share given the town's compact layout and internal trip patterns.

5.2.1 Strategic Barriers to Cycling

Several physical and operational barriers significantly constrain cycling in Monasterevin including the R445 Regional Road, formerly part of the N7 National Primary Route, continues to carry high traffic volumes and relatively high operating speeds, despite its reclassification. This is considered to create a hostile and unattractive environment for cycling, particularly for less-confident or younger cyclists.

Additionally, the railway line creates a significant barrier within the town, with limited permeability and poor-quality cycling access, which restricts direct movement between key areas and discourages active travel.

Junction design throughout the town is predominantly vehicle-oriented, with layouts that prioritise traffic flow over vulnerable road users and offer little or no priority for cyclists. When combined with the high volumes of HGV movements generated by nearby industrial activity, these conditions significantly increase conflict risk and create an uncomfortable, unsafe environment for active travel.

Besides network issues, the town centre has minimal cycling infrastructure. Apart from three bicycle stands located close to the lifting bridge and associated with the Barrow Blueway and nearby playground, there is almost no formal cycle parking within the core retail and civic areas. This lack of facilities makes cycling

less convenient for everyday trips, reduces the attractiveness of active travel, and contributes to continued dependency on private cars.

Together, these barriers restrict the potential for cycling in Monasterevin, undermining the shift toward more sustainable, low-carbon travel modes and reinforcing a continued reliance on private cars.

5.3 Public Transport

Monasterevin benefits from strong regional connectivity via rail and bus services, despite its relatively small size. The town is served by Monasterevin Train Station on the Dublin–Cork rail line, providing frequent intercity and commuter rail services to Dublin, Portlaoise, and beyond. This is a significant asset for sustainable travel, particularly for longer-distance commuting.

Figure 17: Intercity Rail Connectivity to Monasterevin



5.4 Street and Road Network (Traffic Management)

Monasterevin is strategically located within the regional and national road network, with the town historically developing along the former N7 corridor, now designated as the R445 Regional Road. While the construction of the M7 Motorway has removed a significant volume of through traffic from the town centre, the road network within Monasterevin continues to perform both local access and regional movement functions.

5.4.1 Strategic Road Context

The primary strategic road serving Monasterevin is the R445 Regional Road, which runs broadly east-west and functions as a key movement corridor. Through the town, it intersects with the R424 (Moore Street / Main Street) and the R414 (Drogheda Street), both providing north-south connections through the town and important local and regional connection. This route previously formed part of the national primary route between Dublin and Limerick and retains characteristics of a high-capacity inter-urban corridor, including wide carriageways and vehicle-oriented junctions.

The M7 Motorway runs to the east of the town and provides high-quality strategic connectivity to Dublin, Naas, Portlaoise and Limerick. Access to the motorway is provided via the nearby interchange at Junction 14, which has significantly reduced long-distance through traffic within Monasterevin. However, the R445 continues to accommodate a mix of local traffic, regional movements and HGVs accessing employment and service destinations.

5.4.2 Local Road Network

The local road network within Monasterevin consists of a series of residential streets, estate roads and local distributor routes connecting neighbourhoods to the town centre, schools, Monasterevin Train Station and community facilities.

While residential streets generally experience lower traffic volumes and speeds, connectivity between neighbourhoods is often indirect, resulting in longer travel distances and increased reliance on the R445 Regional Road for short internal trips. Cul-de-sac residential layouts and limited permeability further concentrate traffic onto a small number of key routes.

The focus for Monasterevin should therefore be on upgrading the existing street network to improve safety, reduce congestion at key junctions, and enhance conditions for vulnerable road users (VRU).

5.4.3 Junctions and Network Operation

Several junctions along the R445 Regional Road function as key access points to residential areas, schools and employment lands. These junctions are predominantly designed to prioritise vehicular movement and capacity, with limited provision for pedestrians and cyclists.

During peak periods, particularly at school start and finish times, localised congestion and delays are experienced at junctions along the R445 and on approaches to schools and the train station. The interaction between local traffic, regional movements and VRUs contributes to reduced network efficiency and safety concerns.

5.4.4 Road Safety Considerations

The dominance of vehicular traffic within the town centre, combined with the historic design of the R445, results in a road environment that is not conducive to low speeds or safe sharing between different road users.

Pedestrian and cyclist movements are required to interact with high traffic volumes and wide crossing distances, particularly along the R445 corridor. This negatively impacts both perceived and actual safety and discourages walking and cycling for short trips to key destinations within the town.

A review of collision records and road-safety assessments for Monasterevin identifies several safety issues along the town's principal corridors, notably Drogheda Row (R414) and Dublin Road (R445). As noted previously, these routes accommodate a mix of local trips, school access, commercial frontages, and regional movements. Their historic layouts, wide junction geometries, and turning-movement conflicts contribute to elevated risk for VRUs.

Monasterevin's key urban routes display a consistent pattern of turning movement conflicts, side-swipes, and rear-end collisions, typical of older regional roads functioning as main streets within growing towns. VRU exposure is high due to proximity to schools, shops, and pedestrian crossing desire-lines, with several injury collisions directly involving pedestrians or cyclists.

Overall Collision Profile

The overall collision profile reflects findings from the Regional Road – Network Safety Analysis (RR-NSA) Round 1b Report and the detailed Monasterevin Corridor Reviews (R414-KE-23.6 and R445-KE-31.5), prepared by the Department of Transport Support Office (DoTSO) (July 2023), both indicate significant VRU exposure and junction-related collision patterns.

Key findings:

- Multiple injury collisions across the network involve pedestrians or cyclists, signalling inadequate VRU priority at junctions and crossing points.
- Material-damage collisions cluster around junctions with wide radii, poor definition, or complex turning patterns, highlighting the need for geometric tightening and enhanced legibility.

The evidence demonstrates a clear need to rebalance the street environment in favour of walking, cycling, and VRU safety, particularly along the principal corridors providing access to schools, the train station, and the town centre.

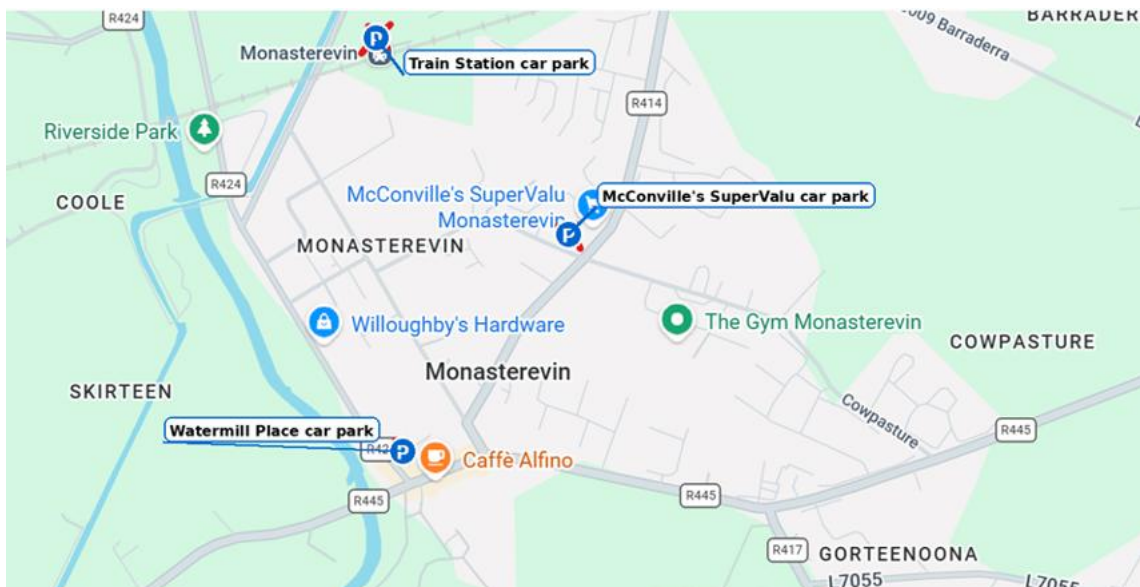
5.5 Car Parking and Electric Vehicle (EV) Infrastructure

Monasterevin is generally well-served by on-street car parking located close to the town centre, allowing convenient access to retail and service areas without requiring vehicles to circulate through the core streets. At present, there is no evidence of significant car parking shortages in the town.

Off-Street Car Parks:

- Monasterevin Train Station Car Park comprises 40 pay and display car parking spaces, including 2 no. EV charging spaces and 2 accessible spaces.
- Watermill Place Car Park serves Monasterevin Library and Watermills Family Practice, offering 43 car parking spaces including 2 no. accessible spaces. Of these, 23 are reserved for residents of Watermills Place, with 7 undercroft car parking spaces.
- McConville's SuperValu – 96 car parking spaces including accessible spaces.

Figure 18: Location of Car Parking Facilities



On-Street Car Parking:

- Main Street/Moore Street/West End (R445) – Parallel parking within the retail core of the town centre.
- Drogheda Street and Dublin Road – Limited on-street spaces near businesses and services.
- Side streets (e.g. St Mary's Lane) – Short-stay spaces supporting local businesses.
- Canal Harbour area – 11 parallel parking spaces, including 2 accessible spaces serving residential developments.

Accessible Car Parking:

- 13 accessible car parking spaces are distributed throughout the town centre with 5 accessible spaces located on Drogheda Street, 3 accessible spaces located on Main Street / Moore Street / West End and 2 accessible spaces at Watermill Place Car Park. There are also 2 accessible spaces at Canal Harbour and 1 accessible space on Whelan Street; however, this accessible space has road markings only and does not include any hatched area or dropped kerbs.

Most on-street parking is free or short-stay, with no widespread evidence of capacity issues. However, some perpendicular parking arrangements at junctions and heritage areas are likely to be rationalised or removed as part of future public realm and junction improvement projects to enhance pedestrian safety and streetscape quality. There is anecdotal evidence of people parking along Canal Harbour and the West End to avoid paid parking charges in the train station car park.

5.6 Sustainable Movement and Accessibility

The achievement of universal accessibility, where a town is fully accessible for all members of the community is acknowledged as an essential prerequisite for achieving sustainable mobility. In Monasterevin, this is particularly important given the town's inherited layout and movement patterns. The somewhat peripheral location of the train station, the presence of constrained bridge and under-bridge crossings associated with the canal and railway infrastructure, along with narrow footpath provision within the traditional town core all present challenges that require careful and inclusive design solutions. The train station itself is also located at a higher level than parts of the surrounding road network, which has implications for accessible routes.

A universally accessible transport system plays a vital role in realising truly integrated communities, whilst also promoting healthy lifestyles and wellbeing. Furthermore, the adoption of 'whole journey approach' to all elements of a person's journey from starting point to destination is critical in delivering universal accessibility. Accordingly, it is important to ensure that all measures relating to transport infrastructure in the town outlined in this LTP are designed to ensure universal accessibility, in accordance with the 'whole journey approach' and the principles of people-centred urban design.

6. Travel Demand

6.1 Baseline Travel Demand and Context

It should be noted that baseline mode share figures referenced in this LTP are derived from Census 2022 records, including POWSCCAR and the Census 2022 Means of Travel to Work datasets. Percentages vary slightly depending on trip purpose, spatial aggregation and classification methodology. Unless otherwise stated, references to baseline mode share within this LTP relate to POWSCCAR data, which captures journeys to work, school, college and childcare and provides the most representative picture of everyday travel demand within Monasterevin.

This section sets out the travel demand for the Monasterevin LTP study area that will inform the development of a preferred transport approach for the town. Travel demand in Monasterevin can be considered at both regional and local levels, reflecting the town's function as a self-sustaining town with strong commuter links and a relatively compact urban form. Census 2022 POWSCCAR data for Monasterevin provides detailed origin-destination information, allowing a clearer understanding of commuting patterns, trip purposes, and the distribution of work and education-related travel.

Baseline evidence from the settlement context and public transport assessment illustrates that Monasterevin has experienced sustained population growth and continues to function as an attractive commuter location with strong regional rail connections to Dublin, Portlaoise and Cork. This dispersed pattern of employment destinations and strong rail dependency is reinforced by the town's role within the County Development Plan as a Self-Sustaining Town with moderate levels of local employment provision. Trip attractors within or near the town itself include the train station, schools, the industrial estate at Cowpasture, the town centre and the Mayfield Service Station at Junction 14 (located approximately 2.5 km outside the town).

The availability of frequent regional rail services and multiple regional bus routes provide a robust basis for sustainable commuting options, although internal public transport within the town is limited. The integration of Census 2022 POWSCCAR data analysis along with existing transport infrastructure will help to identify alignment and gaps between current modal patterns and a more sustainable transport network envisaged under the LTP.

Development in Monasterevin is anticipated to occur in line with the Kildare County Development Plan 2023–2029 (as varied), the Census 2022 built-up area (BUA) boundary and emerging land-use intentions that place specific emphasis on delivering compact growth, increased permeability and strengthened connections between residential areas, the town centre and the train station. The spatial distribution of new housing, particularly east and south of the River

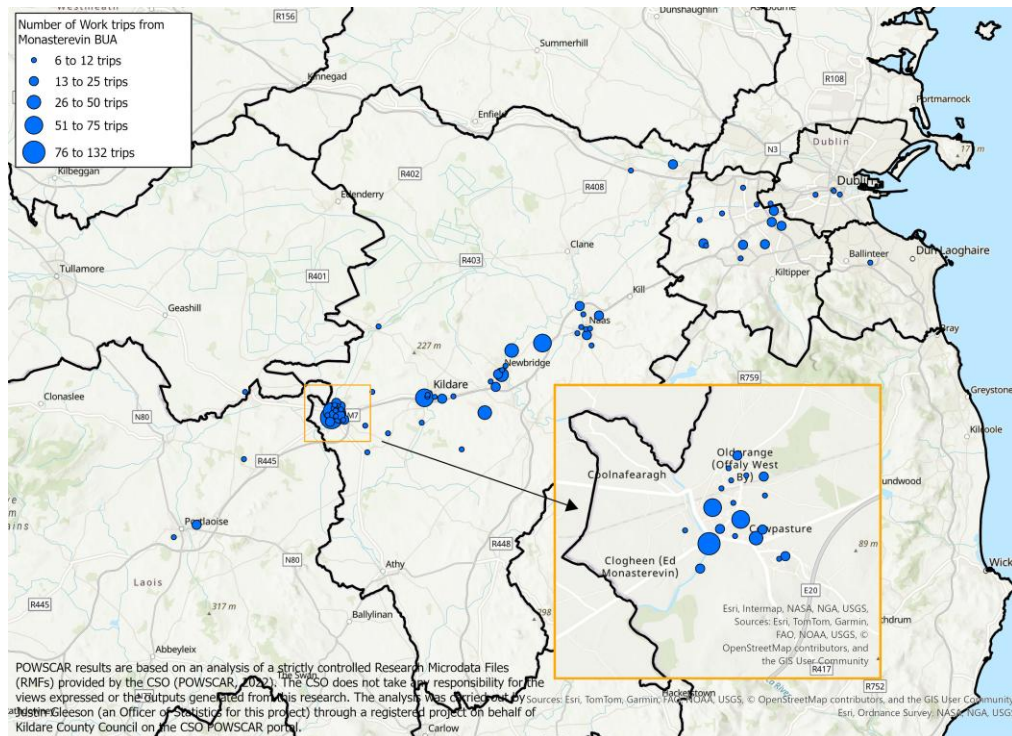
Barrow, along with institutional and employment uses will require targeted walking, cycling and public transport infrastructure that supports sustainable mobility and reduces dependency on private car travel.

Together, the local commuting patterns, regional commuting patterns, and assessment of planned growth areas will form a comprehensive basis for defining future travel demand in Monasterevin. This evidence will support the identification of sustainable transportation solutions that align with national and regional policy objectives and ensure that land-use development, the provision of services and the delivery of the requisite transportation infrastructure are coordinated to meet Monasterevin’s long-term mobility needs.

6.2 Journey to Work and Education Destinations

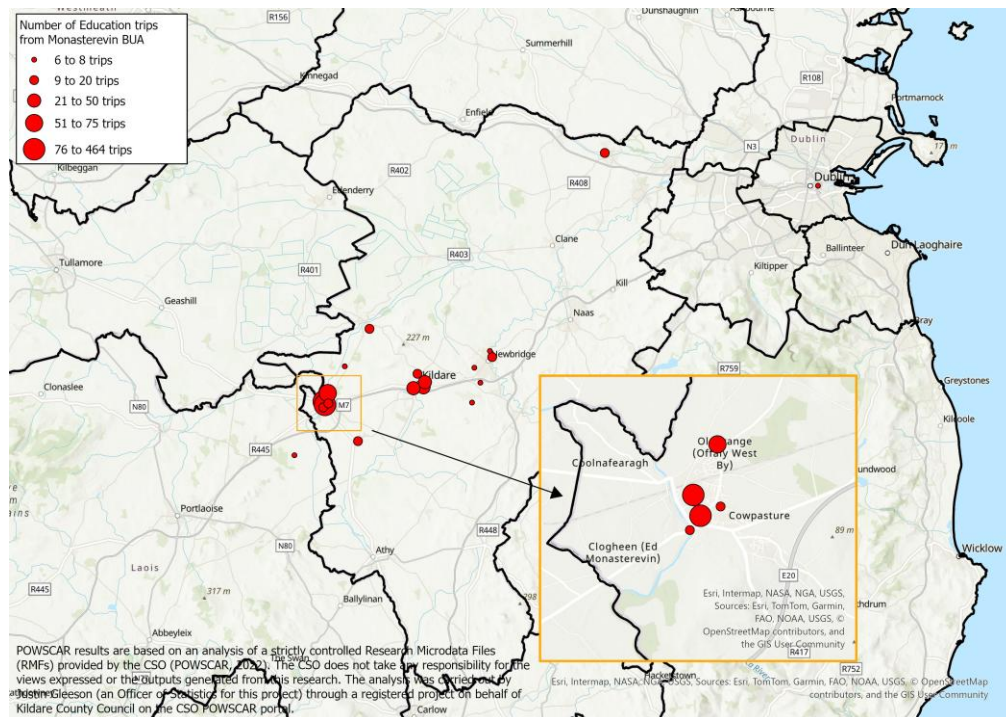
Journey-to-work and education travel patterns for Monasterevin were examined using Census 2022 POWSCCAR Small Area flow data. The figures below illustrate the spatial distribution of destinations associated with residents of the Monasterevin built-up area, with flows weighted by trip volume. Work-related trips are distributed across a wide range of regional destinations, reflecting Monasterevin’s role as a commuter settlement and the strategic importance of rail connectivity. In contrast, education-related trips show a more concentrated pattern, reinforcing the need to prioritise Safe Routes to School (SRTS) measures and high-quality walking and cycling connections to local schools.

Figure 19: Monasterevin Journey to Work Commuting Flows



Source: POWSCCAR Data (CSO, 2022)

Figure 20: Monasterevin Journey to Education Commuting Flows



Source: POWSCAR Data (CSO, 2022)

6.3 Census 2022 POWSCAR Dataset Analysis

The population base for Monasterevin is derived from the Census 2022 Dataset Input, providing a comprehensive overview of residents engaged in work or education within and outside the town. The population base and travel characteristics for Monasterevin are summarised in Tables 1- 4 below.

Table 1: Population Base (Census 2022)

Category	Number	Percentage
Total Residents at Work or in Education	4,069	100%

Table 2: Internal vs External Travel Patterns (Census 2022)

Travel Type	Number of Residents	Percentage
Internal (within Monasterevin)	1,324	32.5%
External (outside Monasterevin)	2,745	67.5%

Table 3: Key External Travel Destinations (Census 2022)

Destination	Number of Residents	Percentage
Dublin City	484	11.9%
Kildare Town	242	5.9%
Newbridge	191	4.7%
Naas	134	3.3%

Table 4: Mode of Travel (Residents at Work or in Education) (Census 2022)

Mode	Percentage
Driving a car	36.7%
Car passenger	20.7%
Walking	10.4%
Cycling	1.5%
Bus	6.5%
Rail	3.1%

Note: Public transport overall accounts for 9.6% of trips, comprising bus (6.5%) and rail (approximately 3.1%) based on POWSCCAR data.

As shown in Table 4 above and Figure 22 overleaf, travel in Monasterevin is highly car-dependent, with active travel and public transport accounting for a relatively small proportion of trips. It should be noted that for the purpose of the LTP a 10-minute settlement is defined as one in which key destinations within the town, including community facilities and services, are accessible within a 10-minute walk or cycle from peoples' homes. For longer trips, the LTP seeks to maximise opportunities in terms of access and usage of public transport options, including rail and bus-based services.

6.4 Establishing Demand

6.4.1 Commuting Modes

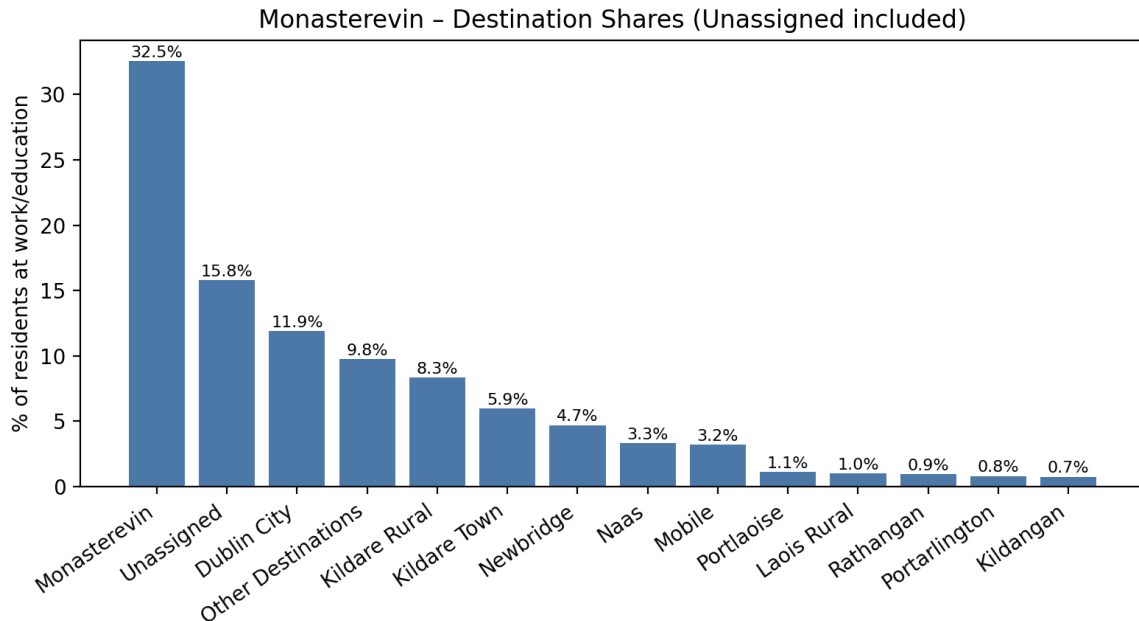
Commuting patterns are derived from Census 2022, including both Place of Work, School College or Childcare (POWSCCAR) datasets and ED-level flow analysis. Together, these provide a robust baseline for understanding mode shares and key trip origins and destinations.

POWSCCAR data captures all recorded journeys to work, school, college and childcare on Census Day (3 April 2022), allowing assessment of modal patterns relative to existing transport infrastructure and sustainable mobility objectives.

Separately, the Census Means of Travel to Work dataset indicates that car travel is the dominant mode for residents travelling to work, with 73.2% commuting as car drivers. This highlights Monasterevin's limited local employment base and its consequent entrenched role as a commuter town.

While this work-only figure is significant, Figure 21 draws on the wider POWSCCAR dataset, which includes all journeys to work, school, college and childcare.

Figure 21: Destination Share of Monasterevin Residents Travelling to Work, School, College or Childcare



Source: POWSCCAR Data (CSO, 2022)

Note the “Unassigned” category in Figure 21 above represents trips where a specific destination could not be attributed within the POWSCCAR dataset, typically due to data anonymisation or limitations in spatial allocation.

Car based travel accounts for the largest share of commuter trips overall. This places pressure on the road network, particularly during morning and evening peaks, along routes serving schools, the train station and the town centre.

Despite car dominance, rail plays a comparatively stronger role for a town of Monasterevin’s size than in many towns of a similar scale. The train station on the Dublin to Cork mainline accommodates a meaningful share of longer distance commuting, reinforcing the importance of providing and maintaining high-quality walking and cycling infrastructure.

Walking (10.4%) and cycling (1.5%) represent a relatively small share of journeys to work, school, college and childcare (see Figure 22 below) reflecting commuting distances, car-oriented movement corridors and gaps in active travel infrastructure.

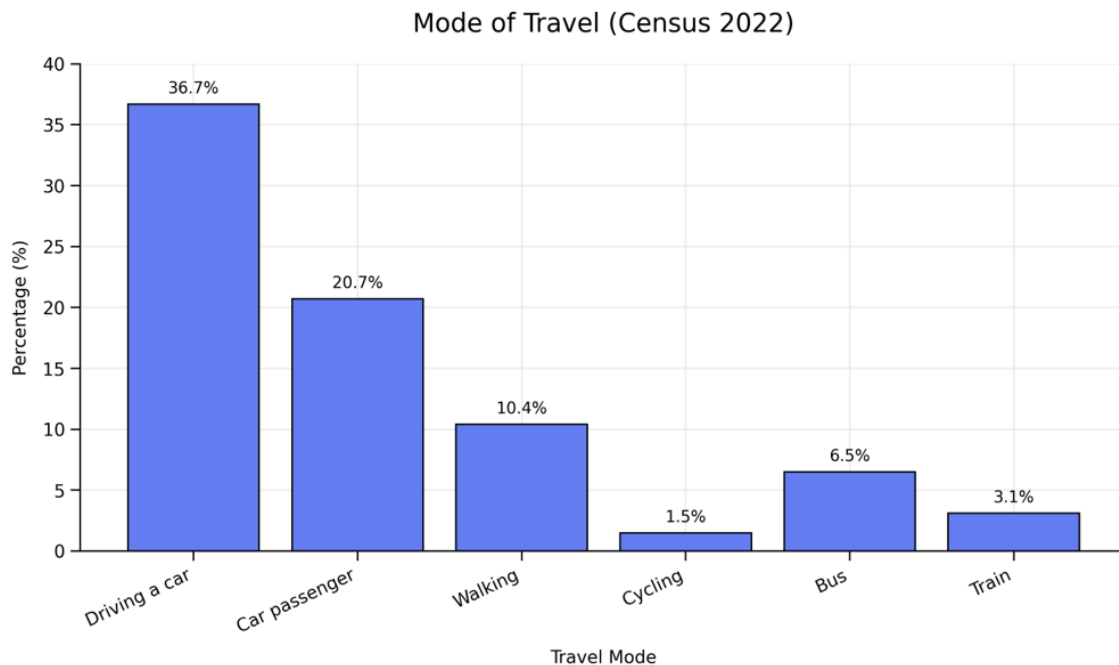
Public bus usage (6.5%) is also relatively low, with services primarily oriented towards inter-urban travel rather than serving local commuting needs within the

town. Public transport overall accounts for 9.6% of trips, comprising bus (6.5%) and rail (approx. 3.1%) based on POWSCCAR data.

This LTP uses baseline modal share figures from Census 2022 and POWSCCAR datasets, matching the County Kildare modal share summary. Minor differences in percentages and commuter counts result from trip purpose definitions, aggregation methods, and breakdowns. Both sources show that car travel dominates, highlighting the need for modal shift; targets are based on the latest local data.

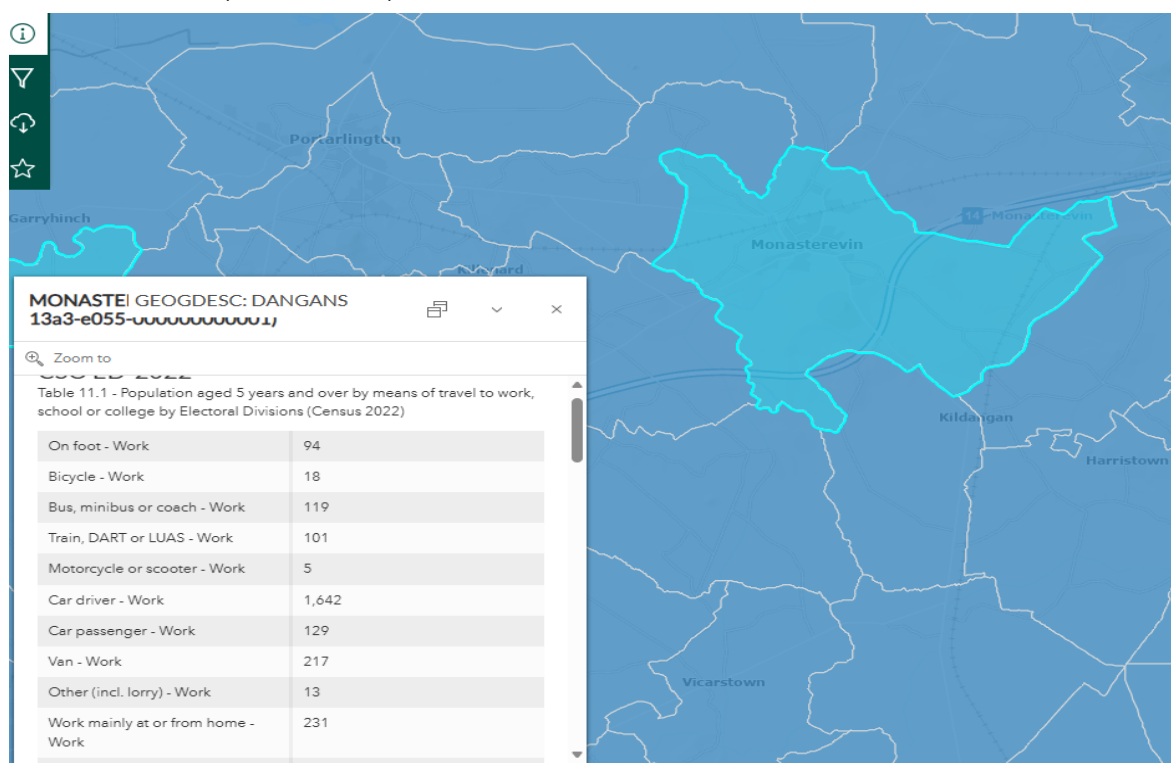
The POWSCCAR data findings underline the critical importance of directing future transport interventions towards reducing car dependency for shorter trips to key destinations within the town, by increasing walking and cycling mode share, improving sustainable access to the train station, and managing peak-hour traffic impacts associated with outbound and inbound commuter movements, in addition to school-runs.

Figure 22: Mode Share of Monasterevin Residents Travelling to Work, School, College or Childcare



Source: POWSCCAR Data (CSO, 2022)

Figure 23: Population Aged 5 Years and Over by Means of Travel to Work, School or College by Electoral Division (Census 2022)



Overall, the commuting profile of Monasterevin demonstrates a strong reliance on private car travel, moderated by the availability of high-quality rail services for longer-distance trips. This broadly reflects patterns observed in other commuter settlements within County Kildare. Table 5 provides a comparison of Monasterevin mode share of residents travelling to work, school, college or childcare with that of Kildare Town and Athy, which, although larger settlements, display similar commuter dynamics and modal patterns. For the purposes of comparison, car driver and car passenger trips have been combined to present an overall car mode share.

Table 5: Comparison Mode Share of Residents Travelling to Work, School, College or Childcare (Census 2022)

Mode of Travel	Monasterevin	Kildare Town	Athy
Car (Driver and Passenger)	57.4%	68–72%	62%
Walking	10.4%	12–15%	17%
Cycling	1.5%	2–3%	1%
Public Transport	9.6%	10–13%	4%
Other / Not Stated* (including remote working and unclassified modes)	21%	2–4%	16%

***Note:** The 'Other / Not Stated' category reflects aggregated data, including remote working and minor or unclassified travel modes, and is not directly comparable with single-mode categories.

6.4.2 Demand Analysis

According to POWSCCAR data, most journeys originating in Monasterevin are external to the town with a strong concentration of trips to regional and metropolitan employment centres (24%) as outlined in Figure 23 above. A substantial proportion of work-related trips are destined for Dublin City and other large employment centres within County Kildare and the wider region, reflecting Monasterevin's function as a rail-served settlement.

Based on the flow analysis, it was found that some 67.5% of commuting trips from Monasterevin are to destinations outside the town, while 32.5% of trips are internal or have destinations within the immediate local area.

Approximately 32.5% of trips originate and terminate within Monasterevin in 2022. In addition, a further proportion of trips are locally based, including journeys to nearby services and the train station. Together, these trips represent a significant opportunity for modal shift, as many occur over short distances where walking and cycling would be viable, but are currently constrained by network severance and connectivity limitations.

These internal and locally based trips are primarily associated with schools, local employment, retail, services and access to the train station. This pattern is broadly consistent with comparable commuter towns and provides a clear basis for distinguishing between local and strategic travel demand.

Car-based travel accounts for the dominant share of commuting trips, with more than 65% of all journeys undertaken by private car, either as a driver or passenger. The level of car dependency results in pronounced peak hour demand on the local road network, particularly during weekday morning and evening periods. Demand is concentrated on key radial routes, town centre junctions, and corridors serving schools and the railway station, where short duration congestion and delays are most evident.

Hinterland trips originate from rural areas such as Rathangan, Kildangan, Nurney and Portarlinton. Local Link bus services provide some coverage, but frequencies remain limited. Many residents rely on car travel to reach Monasterevin before transferring to rail for onward journeys. Enhancing bus frequency, reliability, and convenient access to the train station will strengthen public transport options for these communities.

Regional trips from Monasterevin account for approximately two-thirds (67.5%) of all work and education journeys, with the majority destined for Dublin City (11.9%), Kildare Town (5.9%), Newbridge (4.7%), and Naas (3.3%). While rail accommodates a significant share of longer-distance commutes (13% of regional trips), most regional journeys are undertaken by private car, reflecting both the dispersed nature of employment destinations and the limitations of public transport coverage for some regional centres. Bus services account for a smaller

but important share (6.5%), primarily serving inter-urban routes. The remainder of regional trips are distributed across a wide range of smaller towns and rural areas, as reflected in the “Other Destinations” and “Unassigned” categories in Figure 21.

As outlined, rail-based commuting represents a significant proportion of longer distance trips (13%), particularly to Dublin and other rail connected destinations. While rail does not represent the majority mode overall, its role is strategically important, capturing a meaningful share of commuters that would otherwise transfer to the road network. Demand analysis indicates that a notable proportion of outbound commuter trips are aligned with rail service availability, reinforcing the importance of safeguarding train station capacity and improving sustainable access within its walking and cycling catchment.

The 35–40% of trips that are internal to Monasterevin or locally based represent a significant opportunity to deliver on modal shift targets. These trips are typically of a distance that could be accommodated by walking or cycling, subject to improvements in the existing infrastructure including route directness, safety, permeability and public realm quality. Currently a high proportion of those short trips are still undertaken by car, indicating suppressed demand for active travel rather than a lack of potential.

In summary, demand analysis for Monasterevin identifies clear travel demand categories:

- Local trips (approximately 35-40%) which should be prioritised for active modes of travel (walking and cycling).
- Regional trips served by rail (approximately 20-25%) where sustainable access and interchange are critical.
- Longer distance trips not readily served by public transport (approximately 35-40%) where car use will remain necessary but should be managed to minimise the impact on the town centre.

These quantified demand patterns provide a robust evidence base for focusing transport interventions on reducing car dependency for short trips, enhancing active travel networks, strengthening access to rail and managing peak hour traffic pressures in line with national and regional transport policy objectives.

Future demand projections demonstrate significant increases across all travel modes as population grows. By 2029, Monasterevin is expected to have an estimated 6,918 residents, generating higher volumes of internal and external trips. Increased school enrolment, greater demand for active travel, and rising rail usage will intensify pressure on junctions, footpaths, cycle routes and the train station. Interventions must therefore be planned and delivered in line with this growth trajectory.

In summary, Monasterevin's travel demand profile is characterised by strong car dependency, high levels of outward commuting, suppressed active travel due to severance and limited permeability, in addition to the potential for substantial growth-driven demand based on the delivery of enhanced walking, cycling and public transport infrastructure. Addressing these challenges is central to achieving sustainable mobility objectives and ensuring that future development is supported by a resilient and efficient transport network.

7. Strategic Principles, Measures and Mode Share Targets

7.1 Overarching Strategic Principles

The Monasterevin LTP is guided by a set of overarching principles that seek to deliver a sustainable, accessible, and safe transport network in the town. These principles focus on reducing car dependency, improving road safety, and creating high-quality walking, cycling, and public transport connections that support both local and regional travel needs. By prioritising active travel and public transport, the strategy aims to deliver a more balanced and environmentally responsible transport system that enhances quality of life and economic vitality. Together, they provide a strategic framework for shaping future investment and targeting measures that will achieve meaningful modal shift in the settlement.

Strategic Principles

- Provide sufficient transport infrastructure, in line with the modal hierarchy to facilitate population and employment growth targets for Monasterevin by enabling development in the areas most likely to promote compact growth and sustainable travel.
- Ensure the realisation of sustainable development and compact growth in Monasterevin through integrated land-use and transport planning to provide for the delivery of a walkable, cyclable town well-served by sustainable transport, supporting the transition to a low-carbon mobility system.
- Support a 10-minute settlement approach with specific focus on permeability, active travel measures and school-centred interventions.
- Support the aims of the NIFTI model and its intervention hierarchy to prioritise sustainable travel modes and upgrade existing infrastructure where possible.
- Prioritise walking, wheeling and cycling for short trips (typically under 3 km), particularly those linked to schools, local services and the town centre, ensuring these journeys are made attractive, direct and safe.
- Provide universal accessibility across the whole journey, including footpath quality, crossings, gradients, lighting, surfaces and wayfinding so that people of all ages and abilities can move safely and independently.
- Strengthen public transport access and first/last-mile connectivity to Monasterevin Train Station, improving interchange, access routes, and integration with bus services to support regional commuting and reduce reliance on car travel.
- Manage car traffic and parking proactively to protect the functioning of the local road network, support town centre vitality, and prioritise sustainable travel modes in accordance with the transport hierarchy.

- Deliver a connected and coherent active travel network linking residential areas with key destinations including schools, employment locations, the town centre, the train station and the Barrow Blueway, enabling safe and continuous movement by sustainable modes.
- Safeguard the strategic function of the national road network (M7/J14) while enabling local access improvements and compact development in appropriate locations.

These principles provide the strategic basis for the detailed measures set out in the subsequent sections and ensure that all interventions support a balanced, resilient and future-ready transport system for Monasterevin.

7.2 Modal Shift Targets

The measures set out in this LTP represent a strategic framework of priority corridors and interventions identified through the LTP process. They are not intended to imply a commitment to deliver all measures simultaneously or in their entirety, but rather to guide long term investment, scheme development and development-led infrastructure over the lifetime of the LTP, subject to funding availability, statutory processes and detailed design.

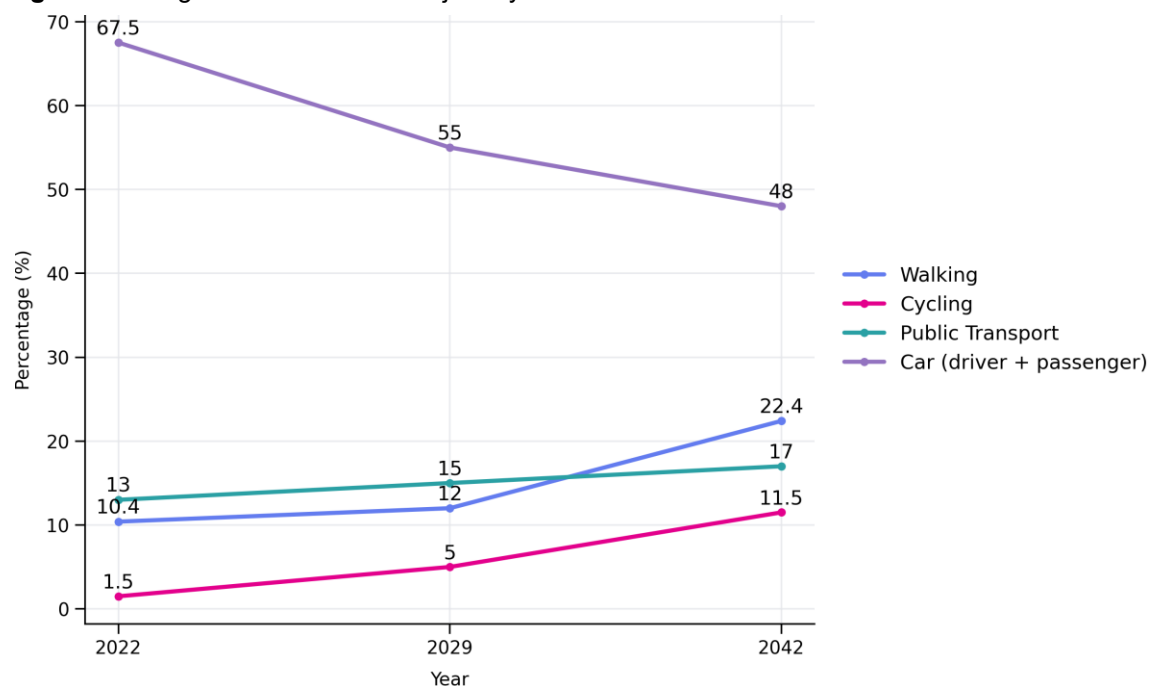
To gauge progress towards these measures, mode share targets have been established. These targets reflect national and regional policy goals and are tailored to Monasterevin's unique context, including its compact urban form, proximity to the rail network, and strong potential for active travel.

The mode share targets contained in the LTP align with those of the Greater Dublin Area (GDA) Transport Strategy 2022-2042 increasing walking to over 30%, cycling to over 12%, public transport to over 20% and reducing car mode share to approximately 38%. Achieving these targets requires a comprehensive approach including road space reallocation, high-quality active travel networks, Safe Routes to School packages and robust public transport improvements. Modal shift targets are derived using the NTA's ABTA methodology, which combines local POWSCCAR baseline data with the NTA's GDA Transport Strategy's mode share outcome.

Table 6: Modal Shift Targets for 2029 and 2042

Mode of Travel	Baseline (2022)	Target 2029	2042 Target (GDA)	Key Levers
Walking	10.4%	12%	22.4%+	Safe Routes to Schools (SRTS), permeability/crossings
Cycling	1.5%	5%	11.5%	Protected lanes (where feasible), parking, junctions
Public Transport	9.6%	15%	17%	Station access, Local Link, shelters/Real Time Passenger Information (RTPI)
Car (driver and passenger)	57.4%	55%	48%	Parking management; road space reallocation

Figure 24: Targeted Mode Share Trajectory to 2042



Modal shift targets are based on:

- Baseline Census 2022 POWSCCAR mode share (local data).
- NTA GDA Strategy 2042 outcomes (regional policy requirement).
- Town characteristics:
 - Compact settlement,
 - Train station within 800–1,000 metres of town centre,
 - Strong cycling potential (less than 3 km trip distances).

- Infrastructure ambition level:
 - Safe Routes to School (SRTS),
 - Footpath/cycle network upgrades,
 - One-way system enabling reallocation of space to active travel modes.

Achieving these targets will require coordinated investment in infrastructure, placemaking and behavioural change initiatives, ensuring that sustainable modes become the most attractive and convenient choice for everyday journeys.

Early phases of the LTP prioritise interventions with the highest potential to influence short internal trips, recognising that measurable mode share change will occur progressively over time rather than immediately following scheme delivery.

7.3 Monasterevin Active Travel Scheme (Part 8 Scheme)

The Monasterevin Active Travel Scheme, currently being progressed by Kildare County Council with the support of the NTA, represents a key early delivery mechanism for the objectives of this LTP. The active travel scheme is being advanced through the design stage and will be subject to a Part 8 statutory planning process.

The active travel scheme comprises a coordinated multi-million-euro package of walking, cycling and public realm improvements on key corridors within the town, with a particular focus on:

- improving safety and accessibility for vulnerable road users,
- enhancing connectivity between residential areas, schools, the town centre and Monasterevin Train Station, and
- enabling a shift towards walking and cycling for short internal trips.

The principal corridors included within the scheme are:

- Drogheda Street,
- Dublin Road (R445),
- Cowpasture Road,
- Athy Road,
- Togher Road and Togher Road Extension.

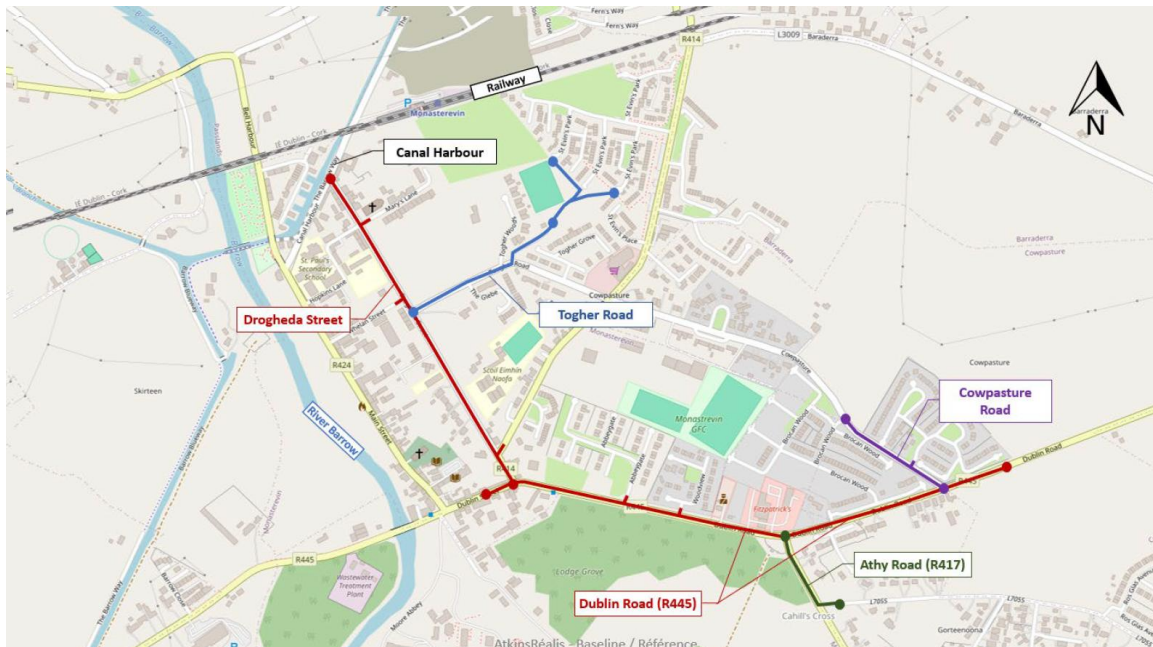
7.3.1 Core Infrastructure Proposals

Across the road and street network, the scheme generally proposes:

- Reallocation of carriageway space to balance pedestrians, cyclists and vehicles.
- New or upgraded footpaths (typically 2.0m wide).
- Segregated cycle tracks (predominantly 1.5 - 2.0 m wide per direction where space allows).
- Urbanised cross-sections to reduce speeds and improve safety.
- Key junctions are upgraded (e.g. Dublin Road/Athy Road, Dublin Road/Drogheda Street) with formalised pedestrian crossings, cyclist priority through junctions and improved geometry and tightening of radii (traffic calming).

These interventions are critical to delivering route continuity and safety, not just corridor upgrades. Figure 25 below shows the active travel (Part 8) proposal extents.

Figure 25: Extent of Monasterevin Active Travel Scheme



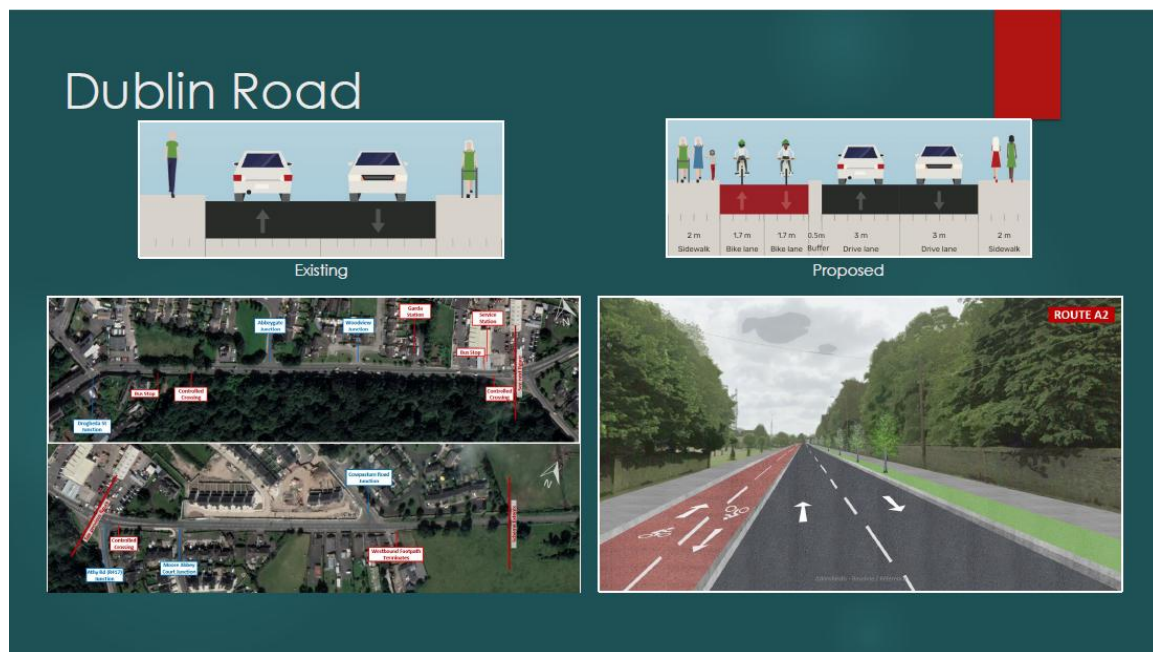
Source: Monasterevin Active Travel Scheme

7.3.2 Route Specific Highlights

Proposals along Dublin Road include the following:

- Upgraded and widened footpaths to improve pedestrian safety and accessibility.
- Enhanced pedestrian crossings at key junctions (Cowpasture Road, Athy Road, Drogheda Street).
- A two-way cycle track (1.7m and 1.7m) with a 0.5m buffer on one side of the carriageway.
- Improved connectivity between residential areas, schools and the town centre.
- Traffic calming measures.
- Junction Improvements.

Figure 26: Monasterevin Active Travel Scheme Proposal – Dublin Road

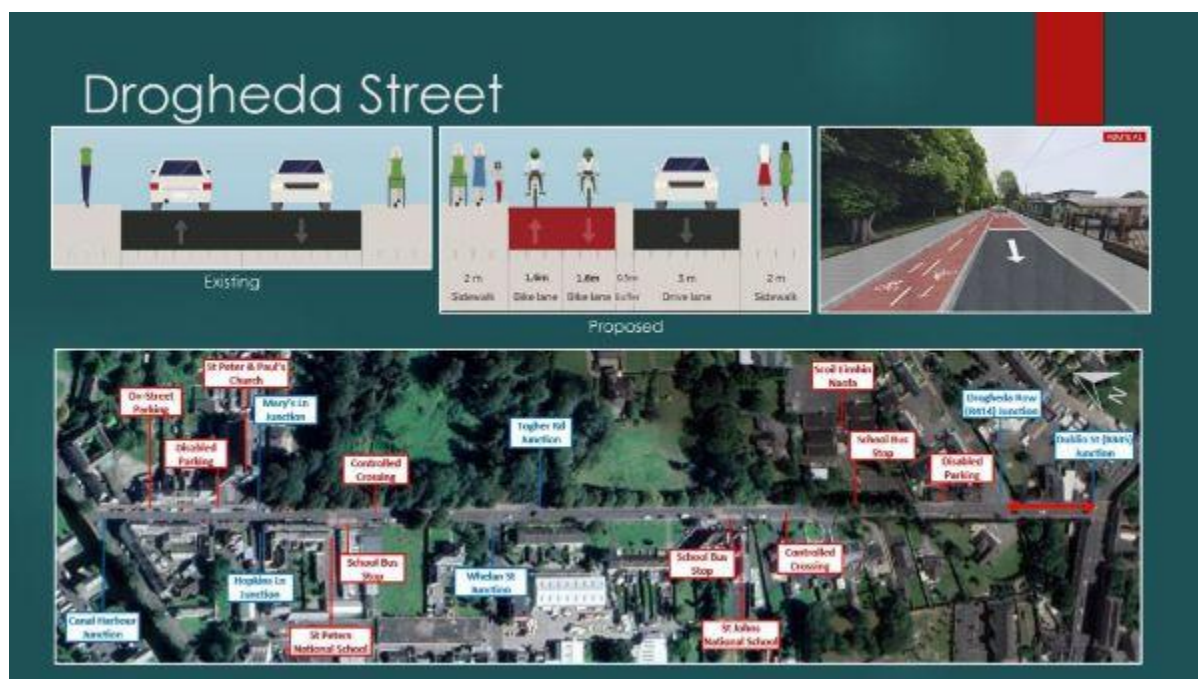


Source: Monasterevin Active Travel Scheme

Proposals along Drogheda Street include the following:

- Implementation of one-way traffic flow.
- A two-way cycle track (1.6m and 1.6m) with a 0.5m buffer on one side of the carriageway.
- Upgraded footpaths on both sides of the carriageway.
- Enhanced town centre environment.
- Controlled crossings and school access improvements.

Figure 27: Monasterevin Active Travel Scheme Proposal – Drogheda Street



Source: Monasterevin Active Travel Scheme

Proposals along Athy Road include the following:

- Continuous segregated two-way cycle track (1.6m and 1.6m) with a 0.5m buffer on one side of the carriageway.
- Upgraded footpaths on both sides of the carriageway.
- Improved links to existing residential areas and St Paul's Secondary School.

Figure 28: Monasterevin Active Travel Scheme Proposal – Athy Road

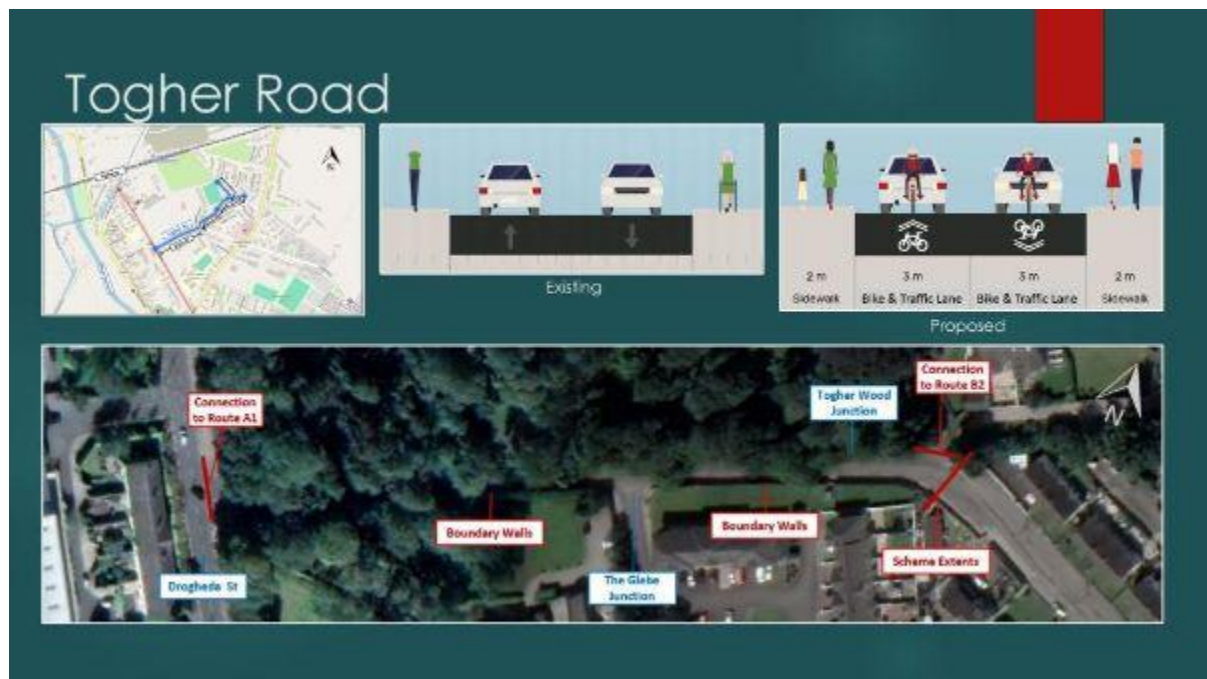


Source: Monasterevin Active Travel Scheme

Proposals along Togher Road include the following:

- Combination of on-road cycle provision and shared space sections.
- New connections through/adjacent to Monasterevin AFC and residential areas.

Figure 29: Monasterevin Active Travel Scheme Proposal – Togher Road

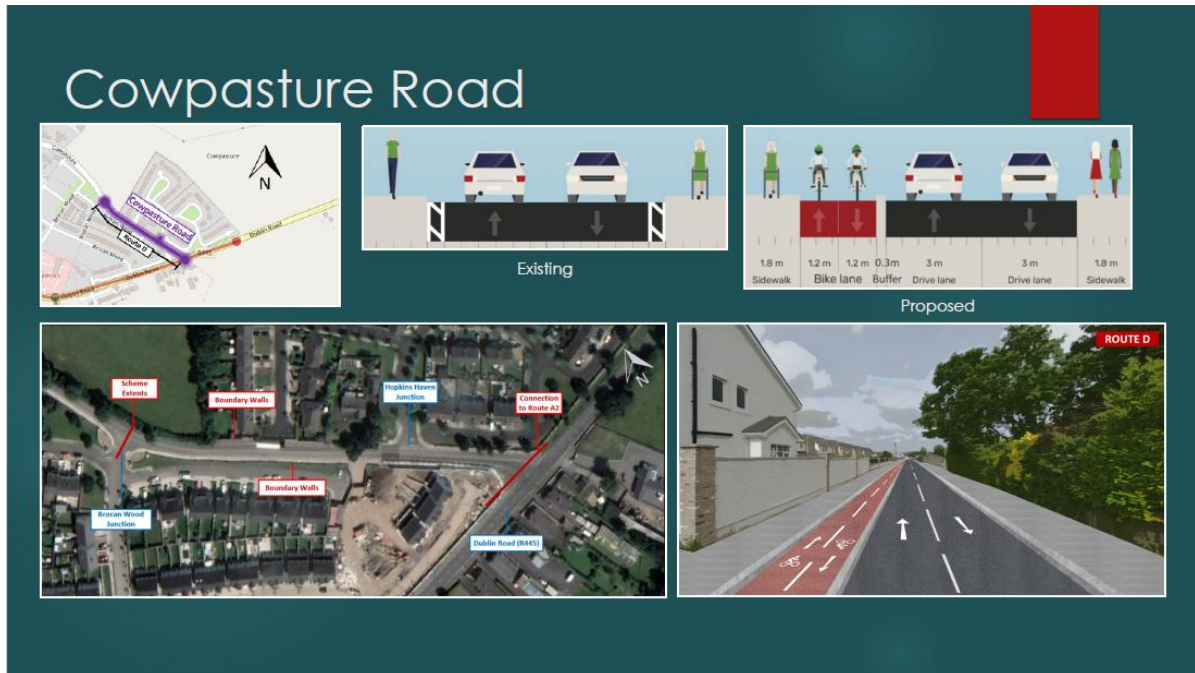


Source: Monasterevin Active Travel Scheme

Proposals along Cowpasture Road include the following:

- Improved corridor with segregated cycling and formal pedestrian facilities.
- Upgraded junction at Cowpasture Road / Dublin Road to tie into the wider network.

Figure 30: Monasterevin Active Travel Scheme Proposal – Cowpasture Road



Source: Monasterevin Active Travel Scheme

7.3.3 Local Transport Plan Alignment

Several of the walking, cycling and junction improvement measures identified in this LTP are directly linked to, or informed by, the Monasterevin Active Travel Scheme. In some instances, measures will be delivered as part of the current scheme, while others represent extensions or future phases which will be subject to further design, funding and statutory approvals.

As noted previously this approach ensures that the active travel scheme forms a coherent first phase in the implementation of the LTP, while also providing a framework for the longer-term expansion of the active travel network within the town.

Note: The following timeframes are used to define the implementation period for each measure:

- **Short term** – Measure intended for implementation within 0-3 years.
- **Medium term** – Measure intended for implementation within 4-7 years.
- **Long term** – Measure intended for implementation within 8-15 years.

More detailed information on the phasing and implementation of measures is outlined in Section 9 below.

7.4 Walking and Connectivity Strategy

Monasterevin benefits from its proximity to the Barrow Blueway and Grand Canal towpaths, which provide high-quality recreational walking routes. These assets could benefit from better integration with the town's street network and key destinations. Planned improvements under the LTP, including enhanced train station access and Safe Routes to School packages, will significantly improve local connectivity and encourage walking as a more viable mode for short trips.

Future measures should focus on creating continuous, legible walking routes that overcome existing barriers, improve permeability within residential areas, and link the Barrow Blueway and canal paths to schools, the train station, and the town centre. These interventions will help maximise Monasterevin's natural assets and support a shift towards sustainable travel.

For the purposes of this LTP, the term "shared surface" refers to a low-speed, low-traffic street environment, where cyclists are accommodated within the carriageway and vehicle behaviour is managed through design, markings and traffic calming, rather than through segregated cycling infrastructure. Such environments are proposed only where road function, traffic volumes and speeds are compatible with this approach.

The walking and permeability measures arising from this strategy are outlined in Table 7 below and Map 1: Monasterevin Local Transport Plan – Walking and

Permeability Measures in Appendix 1. The proposed measures focus on targeted interventions to improve permeability, continuity and access to key destinations.

For clarity, the measures identified include a mix of permeability links intended for pedestrians and cyclists only, local access links which may accommodate vehicular access subject to future planning and design, and upgrades to existing streets and corridors. The precise function and design of each intervention will be determined at detailed design and development stage.

Table 7: Walking and Permeability Measures

Measure	Location	Description	Timeframe (Short/Medium/ Long Term)
WALK 1	Drogheda Street	New footpaths on existing road, part of current Part 8 proposal.	Short
WALK 2	Moore Street (Main Street)	New footpaths on existing road.	Medium
WALK 3	Togher Road	New footpaths on existing road, first section is part of the current Part 8 proposal, the second section will need to be delivered separately.	Phase 1 - Short Phase 2 - Medium
WALK 4	Togher Road Extension	Planned footpath, first section is part of current active travel Part 8 proposal, the second section is to be delivered separately.	Phase 1 – Short Phase 2 – Medium
WALK 5	Cowpasture Road	New footpaths on existing road, section from Dublin Road to Brocan Wood entrance is part of current Part 8 proposal, remainder section to be delivered separately.	Phase 1 - Short Phase 2 – Medium
WALK 6	Dublin Road	New footpaths on existing roads, section from eastern boundary of Hopkins Haven on the R445 to junction with Drogheda Street is part of current Part 8 proposal, remainder sections to be delivered separately.	Phase 1 - Short Phase 2 - Medium
WALK 7	Athy Road to St Paul's Secondary School	New footpaths on existing roads, part of current Part 8 proposal.	Short
WALK 8	Moore Abbey	New Greenway – indicative route subject to a future Moore Abbey Masterplan.	Medium
WALK 9	St Mary's Lane	A public realm, safety and environmental improvement scheme to enhance pedestrian comfort and environmental quality along this narrow, low-traffic corridor.	Medium
WALK 10	Ferns Bridge to Ballykelly Gaelic Football Club on L7049	New footpath on existing road - due to road width restrictions, a new footpath may only fit on one side of the existing road.	Long
WALK 11	R414 from Circle K to underbridge on R414	New footpath on existing road – existing footpaths are	Medium

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		substandard or lack continuity in sections.	
WALK 12	Underbridge on R414 to Oldgrange on R414	Footpath upgrades on existing road – existing footpaths are substandard and lack continuity in sections.	Long
WALK 13	Underbridge on R414 to Barraderra Road L3009 to connect with proposed link road	Footpath upgrades and new footpath provision on the existing road to improve continuity and connect with proposed measures WALK 17 and ROAD 4.	Long
WALK 14	High Bridge – Passlands	Shared surface, low speed environment, appropriate signage and road markings indicating walking/cycle route, with local access only to traffic.	Medium
WALK 15	Bell Harbour R424 to Passlands junction	New and upgraded footpaths on existing road. Preference is footpaths on both sides but at a minimum existing footpath to be ungraded with pedestrian crossing provision and universal access to Riverside Park incorporated.	Medium
WALK 16	L7055 from junction of R417 and L7055 to Ros Glas GAA Club	New footpaths on existing road to link up GAA facilities and possible residential sites.	Long
WALK 17	Refer to measure Road R4	New footpaths on new road	Long
WALK 18	L7049 into lands	Local access link (potential shared vehicular access)	Medium
WALK 19	Ferns Dale to R414	Permeability link (pedestrians and cyclists)	Short
WALK 20	From R414 into lands	Local access link (potential shared vehicular access)	Medium
WALK 21	Oldgrange Wood Birches to R414	Permeability link (pedestrians and cyclists)	Long
WALK 22	The Pastures linking possible residential sites	New permeability link (pedestrians and cyclists)	Medium
WALK 23	Dublin Road to the former charter school site (The Hulk)	Permeability link (pedestrians and cyclists)	Medium
WALK 24	Link from St Mary's Lane	Permeability link (pedestrians and cyclists)	Medium
WALK 25	Links from St Evin's Park	Permeability link (pedestrians and cyclists)	Phase 1 - Short

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			Phase 2 - Medium
WALK 26	From St Paul's Secondary School to junction with The Bungalows/ Kill Cottages	New footpaths on existing road	Long
WALK 27	Link to Moore Abbey Demesne	Local access link (potential shared vehicular access)	Long
WALK 28	Kill Cottages	New footpath on existing road (one side)	Long
WALK 29	Dublin Road and junction of Moore Street (Main Street) to Clogheen Bridge	New footpaths on existing road	Medium
WALK 30	Old Grange Avenue to adjoining site	Permeability link (pedestrians and cyclists)	Medium
WALK 31	Old Grange Hawthorns to adjoining site	Permeability link (pedestrians and cyclists)	Medium
WALK 32	Ferns Bridge	Permeability link (pedestrians and cyclists)	Short
WALK 33	R445 to L7055 (Refer to measure Road R5)	New footpaths on New Road	Long
WALK 34	Ardevan Avenue to adjoining lands	New permeability link (pedestrians and cyclists)	Long
WALK 35	L7055 to lands to the west	Local access link (potential shared vehicular access)	Long
WALK 36	Cowpasture Road to lands to the northeast	Local access link (potential shared vehicular access)	Medium
WALK 37	Hopkins Haven to Cowpasture Road	Permeability link (pedestrians and cyclists)	Medium
WALK 38	Barrow View to adjoining lands to the east (The Hulk site)	Permeability link (pedestrians and cyclists)	Medium
WALK 39	Moore Abbey	New footpath on new road to serve Moore Abbey Demesne, subject to Masterplan	Medium
WALK 40	Canal Harbour to St. Marys Lane	Permeability link (pedestrians and cyclists)	Medium
WALK 41	The Hulk lands towards Moore Street (Main Street)	Provide a new pedestrian/cycle bridge linking The Hulk lands to Moore Street/Main Street (indicative location), improving permeability and enabling direct	Long

		access to the town centre, public transport, and local amenities. The alignment and design will be subject to detailed feasibility, land availability and stakeholder engagement.	
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7.5 Cycling Strategy

Town centre treatments including complementary on-road interventions, such as the Canal Harbour/Drogheda Street one-way concept and cycle provisions along Dublin Road present opportunities to connect town centre origins and destinations to off-road spines.

Key transport strategy goals include enhancing train station access, Safe Routes to School corridors, and cycle links to canal and river paths, thereby integrating leisure and utility cycling options.

Where dimensions are indicated, these are based on the proposed Part 8 Monasterevin Active Travel Scheme. Final dimensions and layouts will be subject to detailed design.

7.5.1 Cycling Measures

The cycling measures set out in Table 8 below and Map 2: Monasterevin Local Transport Plan – Cycling Measures in Appendix 1 seek to develop an integrated, safe, and appealing cycle network for Monasterevin, connecting existing Barrow Blueway assets with town centre facilities, schools, and the train station boosting cycling mode share, especially for short internal journeys and school commutes.

Table 8: Cycling Measures

Measure	Location	Type	Timeframe (Short/Medium/Long Term)
CYCLE 1	Drogheda Street	3.2m wide two-way protected cycle lane, part of current Part 8 proposal.	Short
CYCLE 2	Cowpasture Road	2.4m wide two-way protected cycle lane, section from Dublin Road to Brocan Wood entrance is part of current active travel Part 8 proposal, the second section is to be delivered separately.	Phase 1 - Short Phase 2 - Medium
CYCLE 3	Togher Road	Shared Surface/On Road, section from Drogheda Road to junction with Togher Road extension is part of current active travel Part 8 proposal,	Phase 1 - Short Phase 2 - Medium

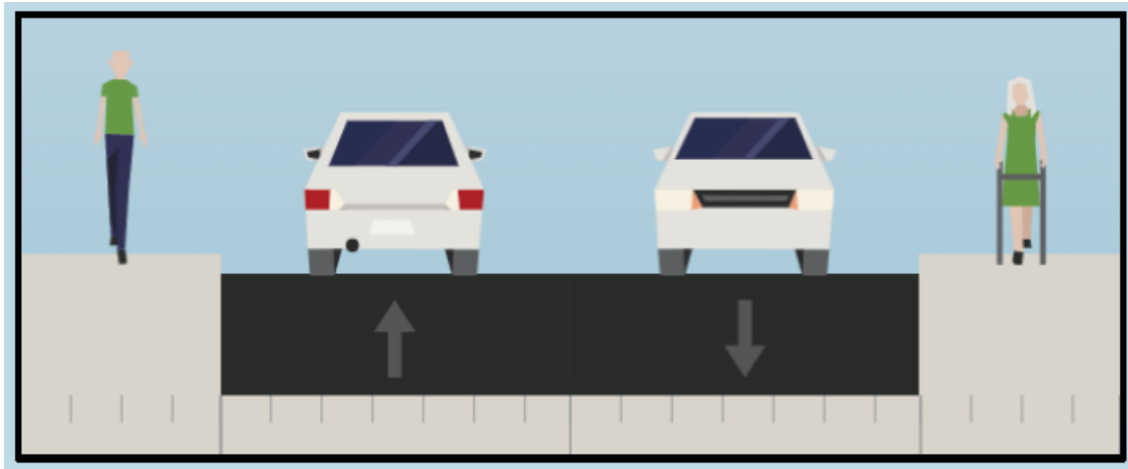
		the second section is to be delivered separately.	
CYCLE 4	Togher Road Extension	Shared Surface/On Road, section is part of current active travel Part 8 proposal, the second section is to be delivered separately.	Phase 1 - Short Phase 2 - Medium
CYCLE 5	Moore Street (Main Street)	3.2m wide two-way protected cycle lane, part of current Part 8 proposal.	Medium
CYCLE 6	Dublin Road	3.4m wide two-way protected cycle lane, section from Hopkins Haven eastern boundary on the R445 to Drogheda Street junction is part of current active travel Part 8 proposal, the second section is to be delivered separately.	Phase 1 - Short Phase 2 - Medium
CYCLE 7	Athy Road	3.4m wide two-way protected cycle lane, section is part of current active travel Part 8 proposal, the second section is to be delivered separately.	Phase 1 - Short Phase 2 - Medium
CYCLE 8	Drogheda Street junction towards Clogheen Bridge	Cycle infrastructure type will be confirmed during detailed design, having regard to available carriageway width, junction layouts and existing constraints	Phase 1 (Drogheda Street junction to Moore Street junction) Short Phase 2 (Moore Street junction to Clogheen Bridge) - Medium
CYCLE 9	Barraderra to Dublin Road Link	2.0 m cycle track both directions on new road. Refer to measures WALK 17 and ROAD R4.	Long
CYCLE 10	Rosglas to Dublin Road	2.0 m cycle track both directions on new road. Refer to measures WALK 33 and ROAD R5.	Long
CYCLE 11	R414 from Circle K to underbridge on R414	Cycle infrastructure type will be confirmed during detailed design, having regard to available carriageway width, junction layouts and existing constraints	Long
CYCLE 12	Junction of new link road and	2.0 m cycle track both directions	Long

	Dublin Road towards Junction 14 (M7)		
CYCLE 13	Moore Abbey	Shared Surface/On Road - indicative route subject to a future Moore Abbey Masterplan.	Medium
CYCLE 14	Moore Abbey	New Greenway - indicative route subject to a future Moore Abbey Masterplan.	Medium
CYCLE 15	High Bridge – Passlands	Shared Surface – Low speed environment	Medium
CYCLE 16	The Hulk lands towards Moore Street (Main Street)	Provide a new pedestrian/cycle bridge linking The Hulk lands to Moore Street (Main Street), improving permeability and enabling direct access to the town centre, public transport, and local amenities. The alignment and design will be subject to detailed feasibility, land availability and stakeholder engagement.	Long
CYCLE 17	L7049 from High Bridge to Ballykelly Gaelic Football Club	Shared Surface – Low speed environment	Long

7.5.1.1 Measure CYCLE 1 - Drogheda Street

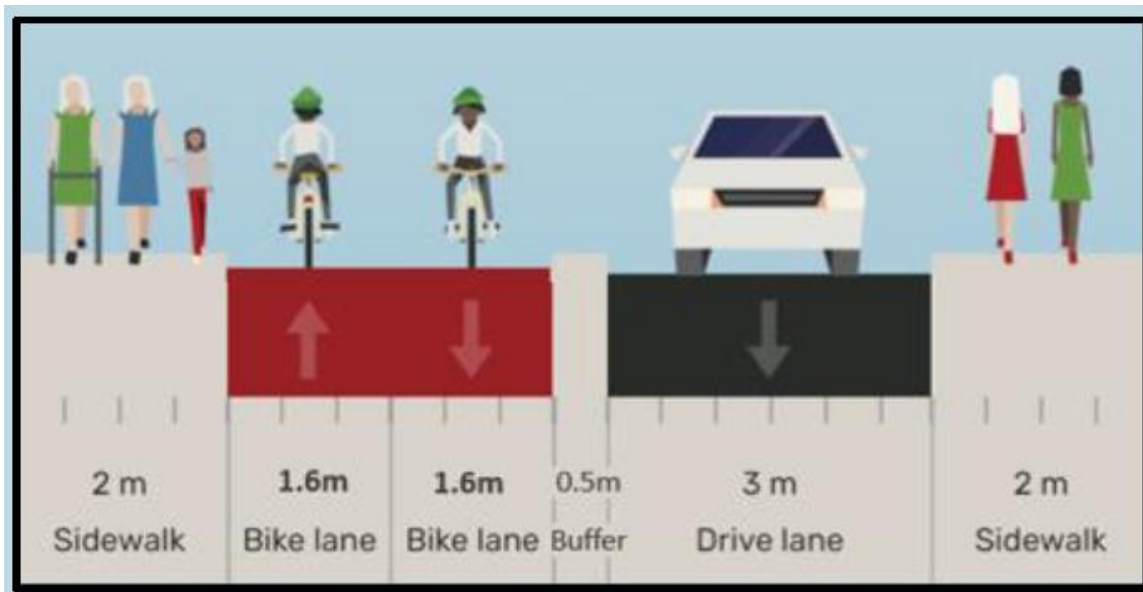
One of the main goals of the Monasterevin Active Travel Scheme is to make Drogheda Street, which is the location of a number of schools, more accessible for cyclists. The Part 8 proposal includes installing a protected cycle lane, 3.2 metres wide, that allows cycling in both directions.

Figure 31: Drogheda Street - Existing Cross Section



Source: Monasterevin Active Travel Scheme

Figure 32: Drogheda Street – Proposed Cross Section



Source: Monasterevin Active Travel Scheme

Figure 33: Visualisation of Drogheda Street Scheme – Post Implementation



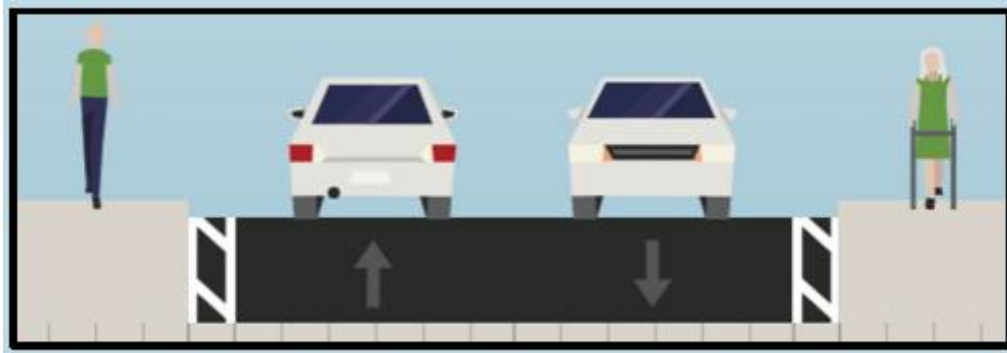
Source: Monasterevin Active Travel Scheme

7.5.1.2 Measure CYCLE 2 - Cowpasture Road

Cowpasture Road is a two-lane tertiary street, operating with one general traffic lane in each direction. There are no dedicated cycle lanes or marked cycling facilities along the corridor. Footpath provision is intermittent, with pedestrian infrastructure present only in certain sections close to connecting streets such as Dublin Road and residential areas including Brocan Wood.

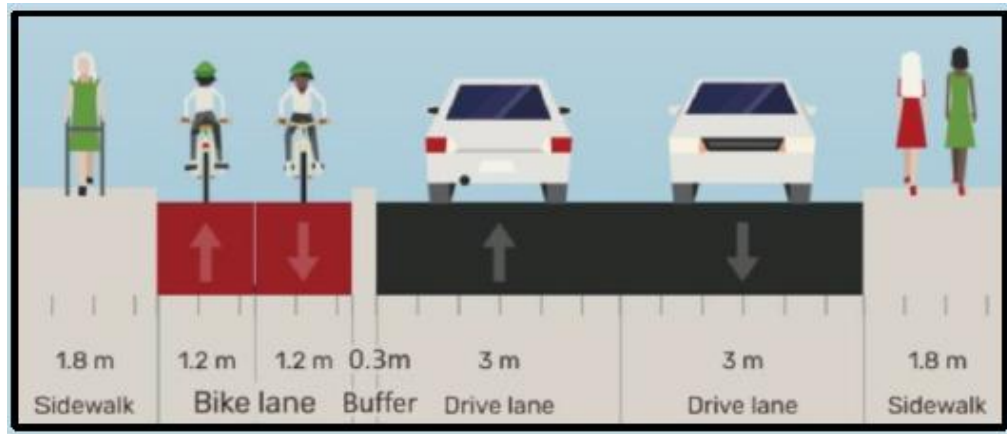
Overall, Cowpasture Road functions primarily as a vehicle-focused residential access route, with limited formal infrastructure for walking and no dedicated cycling facilities. The Part 8 proposal includes a protected two-way cycle track that is 2.4 metres wide. The first phase, which runs from the Dublin Road junction to Brocan Wood estate, will be completed as part of the current Part 8 Monasterevin Active Travel Scheme. The rest of the route, from Brocan Wood to the R414 junction, will proceed based on future resource availability. Improving junctions to give priority to cyclists and pedestrians is expected to encourage more people to cycle.

Figure 34: Cowpasture Road - Existing Cross Section



Source: Monasterevin Active Travel Scheme

Figure 35: Cowpasture Road - Proposed Cross Section



Source: Monasterevin Active Travel Scheme

7.5.1.3 Measures CYCLE 3 and CYCLE 4 – Togher Road

Togher Road functions as a local residential access street within Monasterevin Town Centre. It connects directly to adjoining residential streets such as Togher Grove and The Glebe, forming part of the internal road network serving established housing areas. It also provides a short but important connection between these residential areas and the R445 Dublin Road, which as previously noted, is one of the main distributor routes through the town. As a result, Togher Road primarily supports local traffic circulation, enabling residents to access nearby services, the town centre and connecting routes. Due to its existing function, a dedicated cycle lane is not considered necessary, and an on-road cycle lane with appropriate road markings indicating a shared surface environment will be provided.

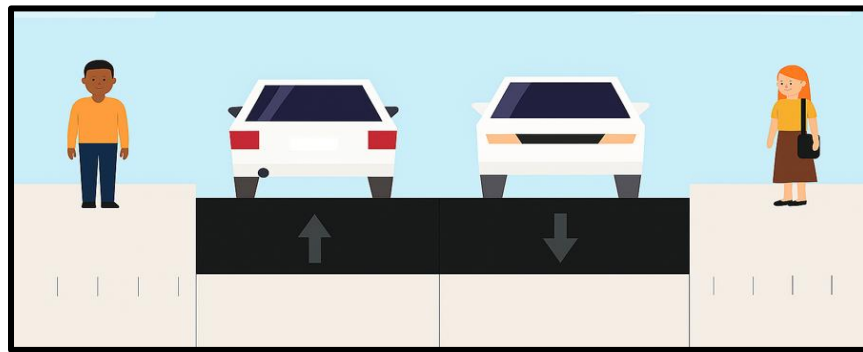
Togher Road Extension currently comprises a short section of informal gravel surface, beyond which the route transitions into open ground with clearly defined

pedestrian desire lines, indicating regular use in the absence of formal infrastructure.

The Part 8 proposal provides a formal road cross-section along the gravel section, transitioning to a formalised shared pathway where these desire lines have developed.

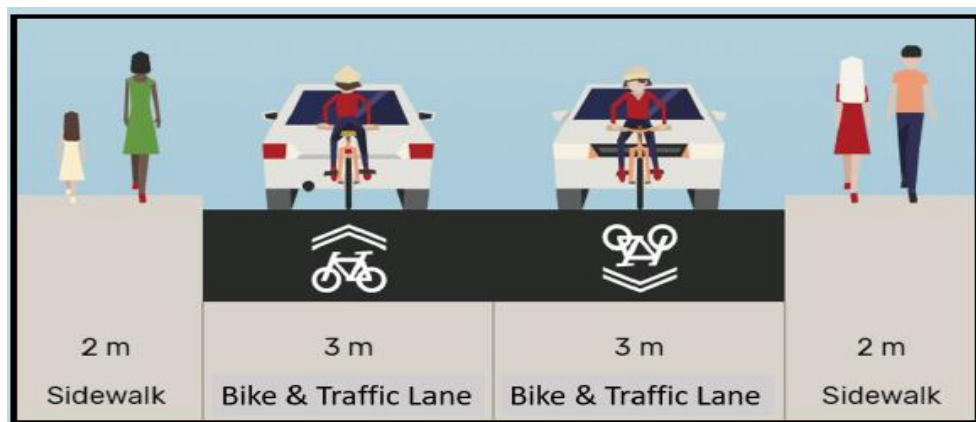
This LTP proposes to extend the road cross-section further to facilitate access to adjacent lands. Additional details relating to the proposed Togher Road Extension are set out under the Road and Street Network Strategy in Section 8.8.

Figure 36: Togher Road - Existing Cross Section



Source: Monasterevin Active Travel Scheme

Figure 37: Togher Road - Proposed Cross Section



Source: Monasterevin Active Travel Scheme

7.5.1.4 Measure CYCLE 5 - Moore Street (Main Street)

A one-way traffic system is planned for Moore Street, directing vehicles from Canal Harbour towards Dublin Road. Cyclists will benefit from a 3.2 m wide

protected cycle lane that allows travel in both directions. Additional details about the proposals for Moore Street, including improvements to the public realm of Market Square, can be found in the section on Road and Street Measures.

7.5.1.5 Measure CYCLE 6 - Dublin Road

Dublin Road (R445) forms one of the primary approach routes into Monasterevin and functions as a key component of the town's urban-rural interface. The corridor currently accommodates two general traffic lanes, one in each direction. The overall character is suburban to semi-rural, with stretches of mature vegetation, hedgerows, and boundary walls adjoining the road edge. A footpath is provided along one side of the road for portions of the route, typically separated from the carriageway by a narrow grass verge, while the opposite side often lacks continuous pedestrian facilities.

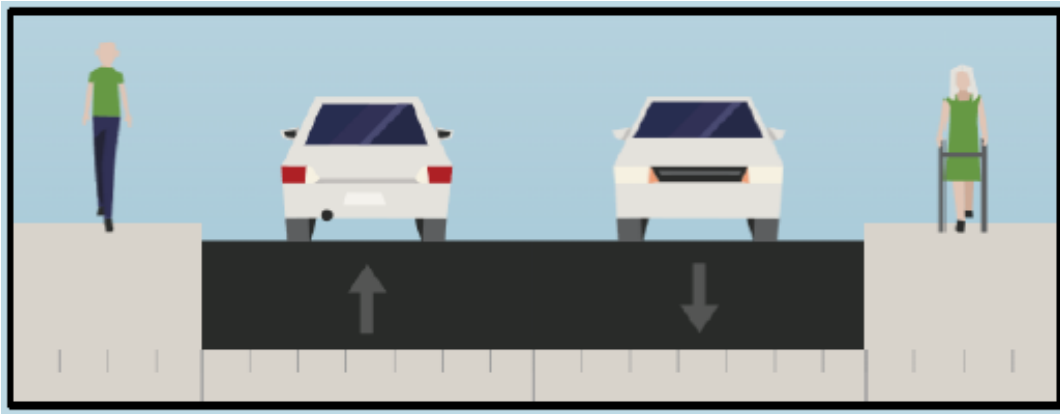
The existing cross-section provides only limited support for sustainable modes, with the pedestrian environment being intermittent and currently no dedicated cycling infrastructure along the corridor.

Traffic movement along Dublin Road reflects its dual function as both a local access route and a distributor connecting to the wider transport network.

Overall, Dublin Road currently operates as a vehicle-dominated corridor with constrained pedestrian provision and no dedicated cycling facilities, despite its strategic role as a gateway into the town. These existing conditions present clear opportunities for reallocation of space, enhancement of active travel infrastructure, and alignment with local transport planning objectives, as per the proposed Monasterevin Active Travel Scheme (See Section 8.3).

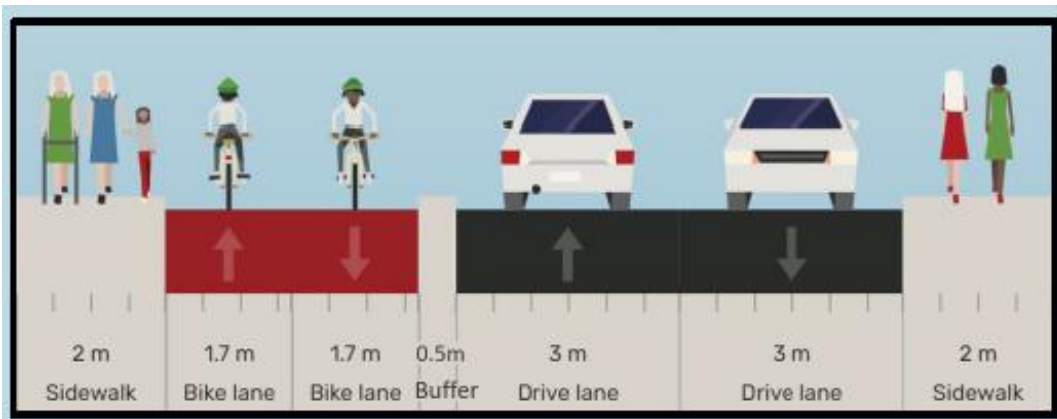
The proposed Active Travel Scheme introduces a 3.4 m wide, two-way protected cycle lane intended to provide high-quality, safer, and more accessible cycling infrastructure. In conjunction with upgraded footpaths and enhanced crossings, these improvements aim to establish a more appealing environment for cyclists. It should be noted that not all aspects of this measure will be implemented through Part 8 proposal, certain sections will require separate planning and funding initiatives for completion.

Figure 38: Dublin Road - Existing Cross Section



Source: Monasterevin Active Travel Scheme

Figure 39: Dublin Road - Proposed Cross Section



Source: Monasterevin Active Travel Scheme

Figure 40: Visualisation of Dublin Road Scheme – Post Implementation



Source: Monasterevin Active Travel Scheme

7.5.1.6 Measure CYCLE 7 – Athy Road to St Paul’s Secondary School

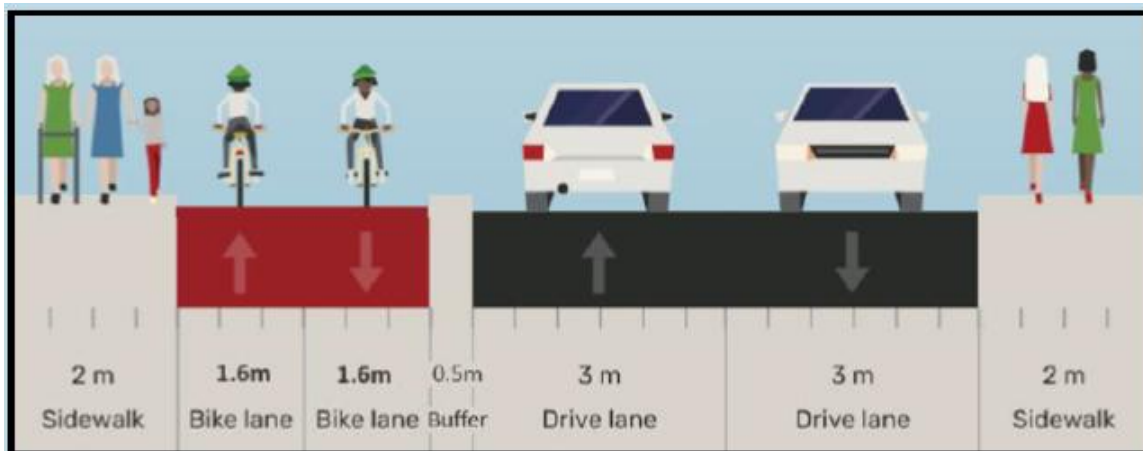
Athy Road (R417) forms the primary southern approach to Monasterevin and provides direct access to St Paul’s Secondary School as well as several residential estates and community facilities. The corridor currently operates as a single-carriageway urban route with generally narrow footpaths, intermittent verge space, and no dedicated cycling infrastructure. Walking and cycling movements associated with the school are significant during peak periods, but the existing network does not adequately support these modes.

Pedestrian priority is limited, with no controlled crossing near the school and several desire lines not formally accommodated. Cyclists share the carriageway with general traffic, creating safety and comfort concerns for younger road users. Public transport does not directly serve Athy Road, and residents must walk to bus stops on Dublin Road and Drogheda Street. While a bus stop for Local Link service 888 is located outside St Paul’s Secondary School, there is no physical bus stop infrastructure at present.

Overall, the baseline condition reflects a car dominant corridor with constrained active travel infrastructure, poor crossing opportunities, and peak time congestion linked primarily to school activity. The route presents clear opportunities for enhanced pedestrian and cyclist prioritisation, speed management, and improved school-zone safety measures under the LTP framework.

The Monasterevin Active Travel Scheme proposes a 3.4 metre wide, two-way protected cycle lane, significantly enhancing cycling access to St Paul’s Secondary School.

Figure 41: Athy Road – Proposed Cross Section



Source: Monasterevin Active Travel Scheme

7.5.1.7 Measure CYCLE 8 – Market Square, Towards Clogheen Bridge

A two-way cycle track is proposed along this section. However, the route is subject to several constraints, including multiple access points and the presence of the bridge across the River Barrow, meaning the precise layout and form of cycle infrastructure will require further assessment. Where feasible, it is intended that some level of cycling infrastructure could be provided in the direction of Clogheen Bridge, improving connectivity to the Barrow Blueway and supporting the development of potential local walking and cycling looped routes.

7.5.1.8 Measures CYCLE 9 and CYCLE 10 – New Link Roads to Dublin Road

Given the proposal relates to new roads on a greenfield site, one-way cycle tracks are proposed on both these link roads with a minimum width of 2.0m. This reduced width is considered appropriate, reflecting the anticipated lower cyclist volumes and the function of the road. The facility will provide safe, dedicated space for cyclists, while accommodating future growth in demand.

7.5.1.9 Measure CYCLE 11 – R414 Circle K to Underbridge

Given the constrained cross-section and existing boundary treatments, the provision of cycle infrastructure along this corridor will require careful consideration at detailed design stage. The exact form of cycle infrastructure (e.g. protected cycle track, stepped cycle lane or alternative arrangement) will be determined having regard to available width, traffic volumes and junction requirements.

7.5.1.10 Measure CYCLE 12 – Dublin Road towards M7 Interchange

This measure supports the longer term extension of cycling provision along the R414 corridor in the direction of the M7 Motorway. It is intended that cycling infrastructure will form a logical continuation of the town-based cycle network, while recognising that the character of the route transitions from an urban environment to a more strategic road environment. As a result, the form of cycle infrastructure may evolve along the corridor, with urban protected cycle facilities giving way to contextually responsive treatments further from the town, subject to feasibility and detailed design. The overarching objective is to maintain safe, continuous and legible provision for cyclists, rather than a uniform cross-section design along the entire route.

7.5.1.11 Measure CYCLE 16 – The Hulk lands towards Moore Street/Main Street

This measure supports the provision of a new active travel bridge across the River Barrow to provide pedestrian and cyclist access from The Hulk lands to Moore Street/Main Street improving connectivity to the Barrow Blueway and supporting the development of potential local walking and cycling looped routes.

7.6 Public Transport Strategy

Bus services complement rail connectivity, with regional routes linking Monasterevin to Kildare Town, Newbridge, Portarlington and Portlaoise. While there is no dedicated town bus service, Monasterevin's compact scale and short internal trip distances mean that walking and cycling are considered the most appropriate modes for local journeys. Accordingly, the introduction of a town bus service is not identified as a feasible option at this stage, however, this will be kept under review over the lifetime of the LTP. The LTP instead prioritises enhanced active travel, improved access to rail, and strengthened regional bus services, with the need for a local bus service kept under review over the lifetime of the LTP.

Table 9: Public Transport Measures

Measure	Description	Timeframe (Short/Medium/ Long Term)
PT 1	Improve train station access, including seating/shelter at the station and high-quality pedestrian and cycle approaches.	Medium
PT 2	Upgrade parking facilities at Monasterevin Train Station, including layout, surfacing and management, to improve the overall functioning and safety of the station environment.	Medium
PT 3	Support the optimisation of existing TFI Local Link (Connecting Ireland) services serving Monasterevin, including improved connections with rail services, service visibility, and periodic review in line with changing demand.	Ongoing
PT 4	Reroute TFI Local Link Route 888 via Ferns Bridge following implementation of the Drogheda Street one-way system, with a relocated town centre bus stop at the Canal Harbour area.	Short
PT 5	Improve intermodal integration by providing secure cycle parking facilities near the train station, bus stops and other key public transport nodes to support sustainable first and last mile trips.	Short
PT 6	Support the enhancement of existing bus services (including commercial operators), supporting increased service frequency at peak periods, improved evening and weekend provision, and timetable coordination to	Ongoing

	facilitate convenient transfers with rail services at Monasterevin Train Station.	
PT 7	Deliver improved bus stop infrastructure, including shelters, seating, accessible boarding areas, clear signage, timetable and RTPI.	Short
PT 8	Engage with the National Transport Authority and Iarnród Éireann to advocate for improved fare structures, ticketing integration and consideration of Monasterevin's position within the wider commuter belt, to support greater public transport use.	Ongoing

7.7 Parking Strategy

The provision of well-managed parking infrastructure, including the integration of parking provision for both bicycles and private vehicles will provide a key role in realising sustainable mobility in Monasterevin. Good parking management can help free up valuable public space for alternative uses, making the town more attractive and accessible, reduce traffic congestion, whilst also improving road safety and air quality. The LTP seeks to take a balanced approach to effectively manage car parking to keep the town centre accessible to car users, including those with disabilities, whilst also taking far reaching measures to encourage and promote sustainable travel modes to reduce overall reliance on the private car. The provision of secure well-located bicycle parking is also essential for supporting the development of cycling as a practical transport choice.

Table 10: Parking Measures

Measure	Description	Timeframe (Short/Medium/ Long Term)
PARK 1	Train station parking upgrade and upgraded access to Monasterevin train station	Medium
PARK 2	Provide appropriate car parking arrangements for specific user requirements including age friendly, hidden disabled, disabled and motorcycle parking at suitable locations.	Short
PARK 3	Review existing accessible car parking spaces and relocate or improve, where required, to include hatching and dropped kerbs as required.	Short
PARK 4	Provide secure bike lockers at Monasterevin train station	Medium
PARK 5	Provide secure and well-located cycle parking at strategic locations throughout Monasterevin to support everyday cycling and multimodal journeys. Strategic locations to include: Monasterevin train station, town centre / Market Square area, schools and community facilities and public transport stops.	Short

PARK 6	Provision of car parking to support future sports, community and amenity uses, while prioritising sustainable access. Potential location near Drogheda Street.	Long
PARK 7	Provision of car parking to support development at Moore Abbey, subject to Masterplan.	Medium
PARK 8	Identify car parks and other suitable locations for the provision of appropriate charging infrastructure for electrical cars/vehicles.	Short

7.8 Road and Street Network Strategy

Monasterevin's existing road network is generally well-established and provides adequate connectivity for local and regional movements. Traffic patterns observed during the preparation of the LTP reinforce that the town's challenges primarily relate to how the existing network functions in terms of safety, speed, permeability and the balance between movement and place, rather than fundamental capacity deficits.

The Road and Street Strategy outlined in Table 11 below and Map 3: Monasterevin Local Transport Plan – Road and Street Measures in Appendix 1 focuses on optimising the performance of existing junctions, calming vehicle speeds, improving priority for pedestrians and cyclists, and managing through-traffic, particularly HGVs, to better protect local streets. This approach aligns with national policy direction favouring consolidation, active travel, climate action, and the efficient use of existing infrastructure.

Detailed traffic modelling will be undertaken at scheme design stage to inform final layouts and mitigation measures.

Table 11: Road and Street Measures

Measure	Location/Description	Timeframe (Short/Medium/Long Term)
ROAD 1	Drogheda Street - one-way street from junction of Drogheda Street and R414. Flow of traffic northbound towards Canal Harbour. Part of current Part 8 proposal.	Short
ROAD 2	Moore Street (Main Street) one-way street. Flow of traffic from Canal Harbor southbound to Dublin Road. Part of current Part 8 proposal.	Medium
ROAD 3	Togher Road Extension - Final alignment to be developed through detailed design in consultation with relevant stakeholders, having regard to adjacent recreational uses.	Medium

ROAD 4	Baraderra Link Road - Dublin Road to L3009	Long
ROAD 5	Rosglas Link Road - Dublin Road to Rosglas estate	Long
ROAD 6	Road access to serve Moore Abbey Demesne. Indicative route subject to a future Moore Abbey Masterplan.	Medium
ROAD 7	Junction improvements with pedestrian priority at town centre nodes (DMURS aligned): J1 - Dublin Road R445 / Drogheda Street. J2 - Dublin Road R445 / R417. J3 - Dublin Road R445 / Cowpasture Road – signalised junction. J4 - Drogheda Street / Drogheda Row. J5 - Drogheda Street / Togher Road. J6 - Dublin Street / Moore Street (Main Street) – public realm enhancement scheme. J7 - Junction of R417, The Bungalows/Kill Cottages and Monasterevin Cemetery. J8 - Signalisation of the Canal Harbour railway underbridge to regulate traffic flow and improve safety for pedestrians and cyclists.	J1 - Short, J2 - Short, J3 - Short, J4 - Short, J5 - Short, J6 - Medium, J7 - Long, J8 - Medium.
ROAD 8	Traffic-calming gateways, complementary engineering measures (narrower lanes and raised tables): GW1 – Dublin Road – approach from the east. GW2 – Athy Road/ R417 – approach from the south. GW3 -Dublin Road – approach from the west. GW4 – Rathangan Road – approach from the north.	Medium

7.8.1 Measure ROAD 1 – Drogheda Street One-Way System

Drogheda Street currently functions as a single-carriageway urban distributor road providing access between the town centre, primary schools and surrounding residential areas. The existing cross-section as outlined in Figure 39 comprises one general traffic lane in each direction.

In recent years Kildare County Council has carried out enhancements to the footpaths on both sides, particularly around the schools, however, full compliance could not be achieved due to requirements for two-way traffic flow and parking accommodations.

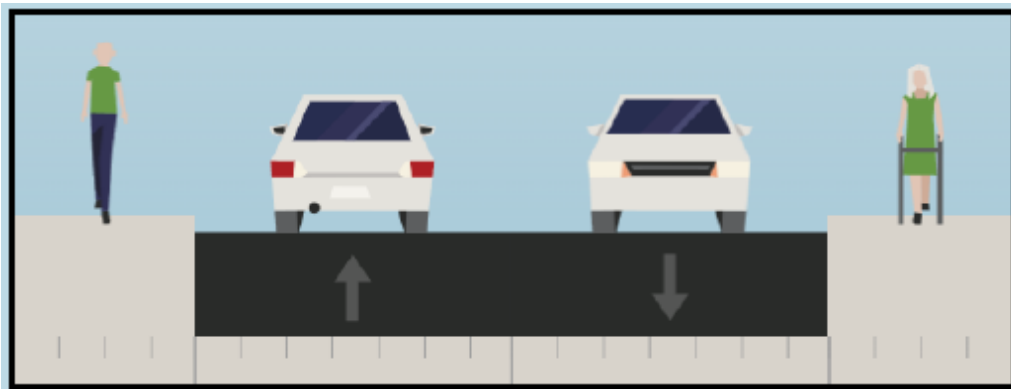
A one-way arrangement is proposed to improve safety, simplify movements, and create space for wider footways and protected cycling while supporting town centre vitality.

This measure forms part of the Monasterevin Active Travel Scheme, the scheme identifies Drogheda Street as a key corridor for intervention to address existing safety, accessibility and connectivity constraints and to enable a shift towards walking and cycling for short internal trips within the town.

Benefits and impacts of the proposed measure:

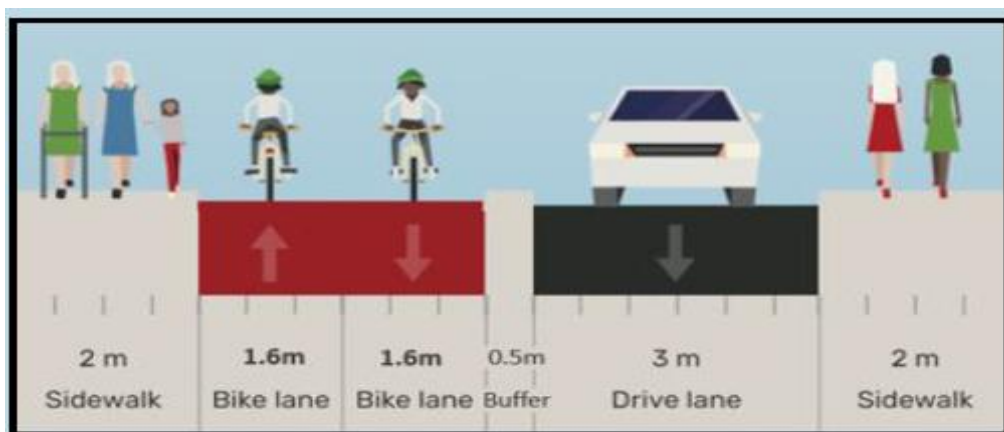
- High-quality pedestrian and cycle infrastructure
- Improvements for mobility / visually impaired users
- Pedestrian and cyclist connectivity improvements
- Road safety improvements (“urban” characteristics, slower speeds promoted)
- Provision of pedestrian/cycle crossing points to improve safety may have some impact on traffic flow and on-street parking.

Figure 42: Drogheda Street – Existing Cross Section



Source: Monasterevin Active Travel Scheme

Figure 43: Drogheda Street – Proposed Cross Section



Source: Monasterevin Active Travel Scheme

Figure 44: Visualisation of Drogheda Street Scheme – Post Implementation



Source: Monasterevin Active Travel Scheme

7.8.2 Measure ROAD 2 – Moore Street (Main Street) One-Way System

Moore Street (Main Street) is a linear town centre street with a strong urban character, defined by continuous built frontage on its eastern side and more open boundaries along the River Barrow to the west. The street performs an important movement and access function within Monasterevin.

The street currently operates as a two-way single-carriageway, with parallel on-street parking provided along both sides. Footpaths are present on either side of the carriageway; widths are constrained in places, particularly adjacent to the built frontage, and do not consistently meet universal accessibility standards. The available carriageway width, combined with parking and two-way traffic, results in a traffic-led street environment, limiting opportunities to prioritise pedestrians or enhance the quality of the public realm.

To address these constraints, a one-way traffic arrangement is proposed for Moore Street (Main Street), with directional flow of traffic going southbound from Canal Harbour to Dublin Road.

This measure would simplify vehicle movements and enable the reallocation of street space to support wider footpaths, two-way cycle lane, improved pedestrian crossing provision and an enhanced public realm, while maintaining access and short-stay car parking to support town centre activity and vitality.

Figure 45: Moore Street (Main Street) – Proposed Cross Section



Source: Microsoft Copilot (AI-generated image)

7.8.3 Measure ROAD 3 – Togher Road Extension

The existing route between Togher Road and St Evin's Park residential estate currently comprises an informal gravel access track. As part of the proposed measure, this existing gravel route will be upgraded to a fully constructed road standard to form the southern section of the new link. North of this point, the scheme extends onto a greenfield alignment where no road currently exists. The completed works will establish a new vehicular and pedestrian connection between Togher Road and the St Evin's Park residential area, significantly improving local permeability and access.

A short section of this proposed measure forms part of the Monasterevin Active Travel Scheme.

The proposed works provide for a rebalanced street cross-section that reallocates carriageway space to better support pedestrians and cyclists while maintaining vehicular access. Cyclists are accommodated within the carriageway space, with clear visual differentiation and directional priority, rather than through a separate off-carriageway cycle track. Overall, the arrangement prioritises pedestrian space, introduces dedicated and legible provision for cyclists, and simplifies traffic movements within a compact cross-section appropriate to an urban street context.

This measure would see the proposed cross section as outlined in Figure 48 continued further northwards to provide for better connectivity.

Figure 46: Togher Road - Existing Gravel Track



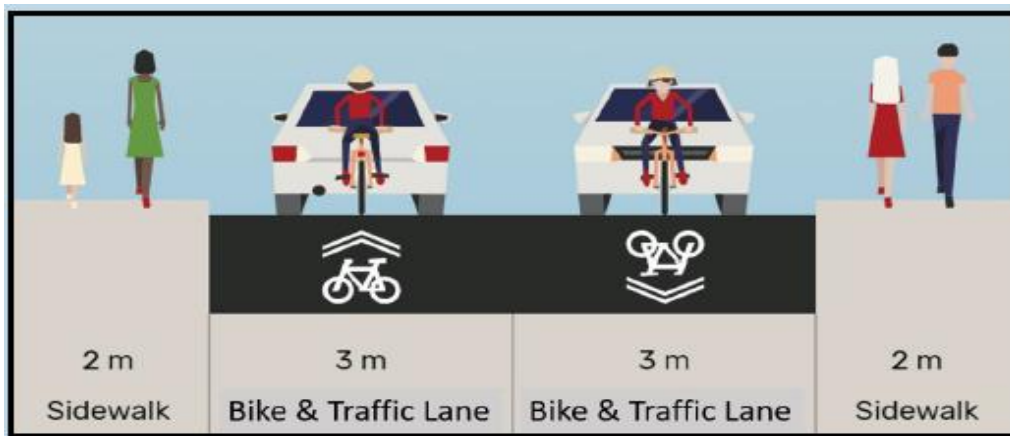
Source: Monasterevin Active Travel Scheme

Figure 47: Togher Road Area - Existing Open Space and Established Desire Line



Source: Monasterevin Active Travel Scheme

Figure 48: Togher Road Extension – Proposed Cross Section



Source: Monasterevin Active Travel Scheme

7.8.4 Road Measures ROAD 4 and ROAD 5

The proposed link roads identified as measures ROAD 4 and ROAD 5 are intended to support the orderly and sustainable development of Monasterevin, by ensuring that emerging residential/employment lands are well-integrated with the existing urban structure and local movement network. These links are not intended to function as high-capacity distributor roads, but rather as urban streets that facilitate local access, improve permeability and support short internal trips within the town.

The primary purpose of the link roads is to:

- Provide direct and legible connections between possible new development areas and the existing street network;
- Enable a connected, permeable layout, consistent with DMURS and compact growth principles; and

- Create corridors capable of accommodating walking and cycling as part of everyday movement, rather than solely serving vehicular traffic.

The indicative locations of the link roads reflect natural desire lines between neighbourhoods, local services and the town centre, and are positioned to be delivered incrementally in tandem with development, subject to detailed design, land assembly and environmental considerations. Their inclusion within the LTP provides a strategic framework to guide future development proposals, ensuring that new growth contributes positively to the overall connectivity, accessibility and transport sustainability of the town.

7.8.5 Road Measure ROAD 6 - Moore Abbey Demesne Access

This proposed road measure is identified to safeguard access to Moore Abbey lands which are currently in the process of acquisition by Kildare County Council and is intended to support *inter alia* future community and amenity related development, subject to the preparation and implementation of an agreed masterplan for Moore Abbey Demense.

7.8.6 Road Measure ROAD 7 - Junction Improvements

This measure provides for several junction improvements which have been identified to address existing safety, accessibility and network efficiency issues. These junctions play a critical role in facilitating movement between residential areas, the town centre, schools, public transport services and emerging development lands.

The proposed junction improvements are intended to:

- Enhance road safety for all users, with particular emphasis on pedestrians and cyclists.
- Improve accessibility and crossing opportunities, especially for vulnerable users.
- Support the reallocation of street space in line with walking, cycling and public realm objectives (particularly within the town centre).
- Ensure that the existing and future street network can operate effectively as the town grows.

Rather than focusing solely on vehicular capacity, the approach to junction design will be guided by DMURS principles, balancing movement and place functions and promoting lower vehicle speeds within the urban environment. Improvements may include revised junction geometry, upgraded pedestrian and cyclist crossings, simplified traffic movements and measures to improve visibility and legibility.

Several of the proposed junction improvement measures are being progressed under the Monasterevin Town Active Travel Scheme, with junctions J1 to J5 included within the proposed Part 8 scheme.

8. Supporting Initiatives

8.1 The Public Realm

The public realm is a critically important asset for a settlement. Essentially comprising a town's network of streets and public open spaces, the public realm plays a huge role in determining how people move about in a town, how they use its public spaces and how they interact with other people. Having a high-quality public realm also plays a critical role in the realisation of the 10-minute settlement concept.

Section 8.2 below outlines a range of interventions in the public realm, including Market Square which will be rolled out alongside the delivery of sustainable movement measures in the town. This will assist in the delivery of transformative place-based change in Monasterevin through the development of a people-centred and universally accessible public realm which prioritises active travel modes and offers opportunities for the creation of inviting and sociable public spaces.

8.2 Monasterevin Town Renewal Masterplan

The Monasterevin Town Renewal Masterplan (2023), prepared by Kildare County Council, provides a long-term vision for the regeneration and enhancement of the settlement. The Masterplan sets out a suite of placemaking, heritage, and public realm interventions with a strong emphasis on pedestrian and cyclist movement, high-quality streets, and the creation of inclusive, age-friendly public spaces.

Several elements of the Masterplan directly reinforce and complement the measures set out in this LTP, particularly within the Canal Harbour and town centre areas (see Sections 8.2.1 to 8.2.3 below).

8.2.1 Market Square

The Masterplan's overall vision for Market Square is to provide a greater balance between vehicle movement and people's activities.

Market Square, at the intersection of Dublin Road and Moore Street/Main Street, is an ideal location to create a vibrant public space that encourages business, promoting the town's heritage and tourism assets. This development will boost commercial activity, create an improved environment for both residents and visitors and support better movement networks as outlined in the LTP.

The Masterplan's ambition for Market Square is to:

- Provide a multi-functional, adaptable civic space, central to Monasterevin's public realm with quality paving, simplified signage, seating, lighting, and expanded pedestrian space.
- Unlock the potential for new dining spaces, heritage interpretation and activation of local business opportunities.

- Reallocate space by the reduction of carriageway space and prioritisation of pedestrian movement.

This project has received funding through the Rural Regeneration Development Fund (RRDF) as a Project Development Measure.

The delivery of the Market Square public realm project is supported by a coordinated package of measures identified in this LTP. The proposed Junction 6 upgrade (Dublin Road / Moore Street) and associated public realm scheme will enable road space reallocation and a more pedestrian-focused environment. Complementary measures, including the Moore Street and Drogheda Street one-way systems, will reduce vehicle dominance and improve circulation within the town centre.

The rationalisation of on-street parking, alongside improved parking management, will support the expansion of pedestrian space. In parallel, the provision of cycling infrastructure on Dublin Road and Moore Street, together with secure cycle parking in the town centre, will enhance accessibility and support modal shift.

Collectively, these measures will facilitate the transition of Market Square to a high-quality civic space, in line with the Monasterevin Town Renewal Masterplan and LTP measures.

Figure 49: Market Square Revitalised Public Realm **Concept**



Source: Project Brief for RRDF Funding Application

8.2.2 Canal Harbour

The Town Renewal Masterplan proposes to re-imagine the Canal Harbour as a welcoming, pedestrian-friendly arrival point on the Barrow Blueway, with improved public realm, accessible waterfront spaces, and enhanced heritage interpretation. Safe pedestrian connections under the railway bridge, facilitated by the Barrow Blueway project's new footpath under the railway bridge, will link the harbour to the train station, supporting active travel and tourism. Additional measures recommended in this LTP, including signalisation at the railway underbridge (J8 under measure ROAD 7), will further enhance safety for vulnerable road users. These ambitions align closely with the LTP's proposals for improved active mobility, canal-side public realm, and enhanced connectivity.

Figure 50: Canal Harbour Visualisation



Source: Microsoft Copilot (AI-generated image)

Figure 51: Barrow Blueway Gateway Feature – Concept Design



Source: Barrow Blueway Signage and Ancillary Infrastructure Design 2023

8.2.3 Drogheda Street and Active Travel Corridors

The Town Renewal Masterplan recommends safer walking and cycling conditions along Drogheda Street, upgraded paving, public lighting, and improved signage. This is supported by the LTP's core transport and accessibility measures and form a central element of the Monasterevin Active Travel Scheme.

It is considered that both the Town Renewal Masterplan and the LTP have a mutually supportive relationship. For example, the initiatives contained in the Masterplan directly align with the core aims of the LTP by enabling modal shift, improving road safety, and creating a high-quality public realm that prioritises walking and cycling. By integrating transport infrastructure with placemaking and heritage-led regeneration, the projects will reduce car dependency, enhance first- and last-mile connectivity to public transport, and deliver safer, more legible routes for vulnerable road users. These synergies ensure that transport interventions are not standalone measures but part of an overall coordinated strategy to make Monasterevin a sustainable, accessible and attractive town.

8.2.4 Moore Abbey Active Travel Trail

The Moore Abbey Active Travel Trail, as proposed in the Town Renewal Masterplan and specifically included in this LTP as a proposed greenway (Measure WALK 8), will provide a high-quality, off-road walking and cycling route connecting the town centre to Moore Abbey Demesne and further on to the Barrow Blueway. This initiative supports active travel, recreation, and community health, with further opportunities for a sports hub and enhanced permeability between neighbourhoods. The trail will be designed for universal accessibility and will celebrate Monasterevin's heritage and natural assets, fully aligning with the LTP's objectives for improved connectivity and sustainable mobility.

8.2.5 The Former Cassidy's Distillery Complex

The former Cassidy's Distillery complex will be re-imagined as a mixed-use community hub, offering residential, commercial, and educational spaces, and serving as a platform for local performance, exhibition, and public events.

8.3 Tourism and Amenity Access

Improving signage, access, and facilities along the River Barrow and Grand Canal is central to Monasterevin's tourism potential. Initiatives such as the Canal Harbour upgrade, Monasterevin Aqueduct interpretation improvements, and a proposed watersports hub will strengthen links between the Barrow Blueway and the town centre, creating a seamless experience for visitors and residents alike. These projects will not only enhance wayfinding and safety but also activate waterfront spaces for recreation and cultural engagement, supporting both local amenity and regional tourism.

8.4 Key Benefits of Supporting Initiatives

The supporting initiatives included as part of the Monasterevin Town Renewal Masterplan provides for a range of key benefits which will facilitate and assist in the successful implementation of the LTP over the longer term. Such benefits include the following:

- Improved Safety: Safer junctions, crossings, and active travel routes for pedestrians and cyclists
- Enhanced Connectivity: Stronger links between neighbourhoods, schools, the train station and the Barrow Blueway
- Public Realm Quality: Creation of attractive, people-focused spaces that encourage walking and social interaction
- Economic Vitality: Activation of heritage assets and town centre spaces to support retail, hospitality, and tourism
- Modal Shift: Infrastructure and placemaking measures that make walking, cycling and public transport more appealing
- Tourism Growth: Better access and interpretation of Monasterevin's waterways and heritage assets
- Environmental Compliance: Design aligned with River Barrow and River Nore Special Area of Conservation (SAC) and Grand Canal proposed Natural Heritage Area (pNHA) protection and sustainable drainage principles

The Monasterevin Town Renewal Masterplan states that:

'each of the aforementioned projects is scheduled out under three flexible categories. While each proposal is recognised as playing a unique and important role for the town, it is recognised also that the interactions and dynamic exchanges of adjacent projects will only stand to further strengthen the successes of proposals.'

See Figure 52 overleaf for further details on proposed interventions in the town.

Figure 52: Projects included in Monasterevin Town Renewal Masterplan

History & Heritage	Visiting & Learning	Living & Thriving
A Market Square Continued place-making investment and improvements to the historic centre of Monasterevin can return this unique asset to the centre of the town's wider public realm network.	E Canal Harbour Accessibility, connectivity and public realm upgrades will allow for this historic wharf to be re-established as a thriving space of civic activity, cafe dining, and waterfront vitality.	I Town Connections Linking public transport options (J), recreation trails, (D & F), amenity routes (F), local networks (C) and spaces (A) are a number of important on-street active travel routes .
B Drogheda Street Expanding on the successes of recent improvements : re-surfacing, public lighting, seating, planting and safe crossing upgrades (detailed in Safer Routes to School document).	F Waterfront Access & Activity An exciting opportunity to grow on the touristic successes of the Barrow Blueway, a Watersports Hub can bring a diverse and exciting experience for locals and visitors.	J Train Station Access Provision of accessible and safe links is critical for the town's appeal: improved local rail connections including Park & Ride / Stride will be key to ensuring these successes.
C Mid-block Route Network An opportunity to extend regional and active connections such as the Barrow Blueway, the Moore Abbey Trail and the Watersports Hub directly into the historic town centre.	G Canal Aqueduct Crossing Perhaps the most unique feature of the area's rich waterways heritage , this historic aqueduct can benefit from improvements to accessibility, signage, and increased interpretation.	K Neighbourhood Greenways Enabling for the safe, comfortable and sustainable active travel options between neighbourhood areas, recreation nodes and hubs, attractions and commercial centres.
D Active Trail, Moore Abbey A local trail network that connects towards regional heritage landscape areas such as those at Moore Abbey can offer an opportunity to develop larger facilities such as a Sports Hub .	H Moore Street Re-imagining this Georgian axis as a space not just to move through, but a place for stopping along and exploring from : local shops , riverside connections, and local interpretation.	L The Distillery Re-imagining this historic landmark as a mixed-use residential space offering new opportunities to exhibit, perform, work and meet: a creative centre for residents and visitors alike.

Source: Monasterevin Town Renewal Masterplan

9. Implementation Plan (Phasing, Funding and Governance)

The effective delivery of the Monasterevin LTP is dependent not only on the identification of appropriate measures, but on establishing a clear and realistic framework for how those measures are phased, funded and governed over the lifetime of the LTP. This section sets out the approach to implementation, recognising that transport investment must be sequenced, flexible and responsive to changing policy priorities, funding availability and development patterns.

Phasing provides a structured and realistic programme for the delivery of measures in the short, medium and long term, ensuring that early interventions address immediate safety, accessibility and connectivity needs, while later stages support planned growth and longer-term mode shift objectives. This staged approach allows priority projects to be advanced as funding and capacity allow, while maintaining a clear long-term direction for the town.

Funding for the measures identified in this LTP will be drawn from a range of national programmes, local authority capital budgets and development related contributions, with the precise funding pathway varying by scheme. The LTP recognises that while some projects are already supported through established funding streams, others will be progressed incrementally and will be subject to future funding availability, scheme readiness and statutory requirements.

Governance arrangements are intended to ensure that delivery is coordinated, proportionate and aligned with both national transport policy and local planning objectives. Kildare County Council will lead implementation in collaboration with relevant agencies, with delivery mechanisms selected to reflect the scale and nature of individual projects, including Section 38 procedures, Part 8 processes and developer-led schemes, where appropriate.

Together, the phasing, funding and governance framework provides a practical and adaptable basis for implementing the LTP, ensuring that transport investment in Monasterevin is targeted, deliverable and aligned with the principles of sustainable mobility and compact growth.

9.1 Phasing Approach

These timeframes are indicative only and will be subject to funding and resource availability.

- Short term (0–3 years): immediate priorities, quick wins and enabling works.
- Medium term (4–7 years): major infrastructure, network upgrades and integration projects.
- Long term (8–15 years): strategic expansion, completion of network and future proofing.

Figure 53: Walking and Connectivity Measures

Short Term	• Safe Routes to School packages (footpath upgrades, crossings near schools) completed in conjunction with the Part 8 active travel scheme. • Part 8 Monasterevin Active Travel Scheme proposals (WALK1, WALK3, WALK4, WALK5, WALK6, WALK7, WALK19, WALK25). • WALK 6 from Drogheda Road junction to Moore Street Junction – outside current Part 8 scheme.
Medium Term	• Moore Street (Main Street) – implementation of one-way system including footpaths and public realm works on Market Square, subject to a Part 8 process (WALK 2). • New footpaths on Togher Road Extension (WALK 4) Phase 2, • Completion of footpath upgrades on Cowpasture Road (WALK 5). • New footpath on Dublin Road (WALK 6) from Brocan Wood to junction of Road Measures 17 and 33. • Moore Abbey Demesne - new greenway (WALK 8), indicative layout subject to Masterplan. • St Mary's Lane Street Enhancement Scheme (WALK 9). • Footpath upgrades (WALK 11, WALK 15, WALK 29). • Permeability links into and within existing residential estates to proposed residential areas, these will be developer driven and subject to planning approval (WALK 18, WALK 20, WALK 22, WALK 24, WALK 25, WALK 29, WALK 30, WALK 31, WALK 36, WALK 37, WALK 38 and WALK 40). • New footpaths on new Road (WALK 39).
Long Term	• Feasibility and provision of footpaths from Ferns Bridge to Ballykelly GFC (WALK 10). • Pedestrian improvements on existing roads (WALK 12, WALK 13, WALK 14, WALK 16, WALK 26 and WALK 28). • Footpaths on new roads – developer driven (WALK 17 and WALK 33). • Further permeability improvements as new residential estates are built – developer driven (WALK 21, WALK 23, WALK 27 WALK 33, WALK 34, WALK 35, WALK 36, WALK 37 and WALK 38). • Pedestrian and cyclist active travel bridge (WALK41).

Figure 54: Cycling Measures

Short Term	- Protected cycle lanes on Drogheda Street (CYCLE 1). - Protected cycle lanes on Dublin Road (CYCLE 6) – Phase 1 in line with the Monasterevin Active Travel Scheme. - Shared surface on Togher Road (CYCLE 3) and Phase 1 Togher Road Extension (CYCLE 4). - Phase 1 of two-way cycle lanes on Cowpasture Road and Athy Road (CYCLE 2 and CYCLE 7).
Medium Term	- Protected cycle lanes on Moore Street (CYCLE 5). - Phase 2 completion of two-way cycle lanes on Cowpasture Road and Athy (CYCLE 2 and CYCLE 7). - Shared surfaces on Togher Road, Togher Road Extension, Moore Abbey and Passlands (CYCLE 3, CYCLE 4, CYCLE 13, CYCLE 14 and CYCLE 15). - Infrastructure type to be determined subject to feasibility (CYCLE 8).
Long Term	- Cycle infrastructure on new roads (CYCLE 9 and CYCLE 10). - Expansion of cycling network as new development occurs. - Active Travel Bridge - Identify and safeguard a potential corridor for a future walking and cycling link between The Hulk lands and Moore Street (Main Street). Any such connection will be subject to feasibility assessment, landowner agreement and environmental and planning considerations (CYCLE 16). - Shared Surface, low speed environments (Cycle 17)

Figure 55: Public Transport Measures

Short Term	- Deliver improved bus stop infrastructure to include shelters, seating and signage (PT 7). - Reroute TFI Local Link route 888 via Ferns Bridge after Drogheda Street one-way system (PT 4). - Support the enhancement of TFI Local Link services (PT 3). - Enhance service frequency, evening/weekend provision and rail-bus interchange (PT 6). - Provide secure cycle facilities (PT 5). - Engage with NTA and Iarnród Éireann regarding improved fare structures (PT 8).
Medium Term	- Improve existing train station access (PT 1). - Upgrade train station car parking and cycle facilities (PT 2).

	- Continued support of TFI Local Link bus service enhancement as required (PT 3). - Advocate for improved fare structures and ticketing integration (PT 6). - Ongoing engagement, if required, with NTA and Iarnród Éireann regarding improved fare structures (PT 8).
Long Term	- Periodic review of bus services and fares in line with demand (PT 3 and PT 6). - Ongoing engagement, if required, with NTA and Iarnród Éireann regarding improved fare structures (PT 8). - Consider town bus service if population and demand increase.

Figure 56: Parking Measures

Short Term	- Provide adequate car parking arrangements for specific user requirements including age friendly, motorcycle, accessible/hidden disabled (PARK 2). - Review and improve accessible car parking spaces (PARK 3). - Provide secure cycle parking at key locations (PARK 5). - Provide adequate EV charging facilities (PARK 8).
Medium Term	- Train station parking upgrade and upgraded access (PARK 1). - Provide secure bike lockers at Monasterevin Train Station (PARK 4). - Parking provision for Moore Abbey Demesne lands (PARK 7).
Long Term	- Provide car and cycle parking as required to support future sports, community and amenity uses (PARK 6). - Expand car and cycle parking provision in line with town growth and modal shift targets.

Figure 57: Road and Street Network Measures

Short Term	- Drogheda Street one-way system (ROAD 1). - Junction improvements with pedestrian priority at town centre nodes (ROAD 7 - J1, J2, J3, J4 and J5).
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Medium Term	• Moore Street one-way system (ROAD 2). • Togher Road Extension (ROAD 3). • Moore Abbey (ROAD 6). • Traffic-calming gateways and engineering measures (ROAD 8). • Junction improvements with pedestrian priority at town centre nodes (ROAD 7 - J6 and J8).
Long Term	• Baraderra and Rosglas link roads (ROAD 4 and ROAD 5). • Further junction upgrades and road space reallocation as town grows. • Junction improvements with pedestrian priority at town centre nodes (ROAD 7 - J7).

Table 12: LTP Measures Phasing Summary

Mode/Measure	Short Term (0–3 years)	Medium Term (4–7 years)	Long Term (8–15 years)
Walking and Connectivity WALK	1, 3, 4, 5, 6, 7, 19, 25, 32	2, 3, 4, 5, 6, 8, 9, 11, 14, 15, 18, 24, 25, 29, 30, 31, 36, 37, 38, 39, 40	10, 12, 13, 16, 17, 41
Cycling CYCLE	1, 2, 3, 4, 6, 7	2, 3, 4, 5, 6, 7, 8, 13, 14, 15	9, 10, 11, 12, 17, 41
Public Transport PT	3, 4, 5, 6, 7 8	1, 2, 6, 8	3, 6, 8
Parking PARK	2, 3, 5, 8	1, 4, 7	6
Road Network ROAD	1, 7	2, 3, 6, 7, 8	4, 5, 7

Note: These time frames may change subject to priorities, planning and funding availability

9.2 Funding and Investment Framework

The delivery of the Monasterevin LTP will be supported through a combination of national funding programmes, local authority capital budgets, and development related contributions. Given the range, scale and phasing of interventions identified, funding will be pursued on a programmatic and incremental basis, aligned with national policy priorities, scheme readiness, and annual capital allocations.

Consistent with the principles of the National Investment Framework for Transport (NIFTI), priority will be given to measures that maximise the use of existing infrastructure, rebalance street space in favour of sustainable modes, and deliver early benefits for walking, cycling, public transport access and road safety.

A number of established national funding streams are expected to play a central role in the delivery of LTP measures, subject to eligibility and successful application.

9.2.1 NTA Active Travel Programme

The NTA Active Travel Programme will play a key role in funding several priority walking, cycling and street reallocation schemes within Monasterevin. Funding through this programme is being progressed for the Drogheda Street one-way system, Togher Road and selected sections of the Dublin Road corridor, reflecting their strategic importance in addressing existing safety, accessibility and connectivity constraints.

It is anticipated that the NTA Active Travel Programme will also provide an important potential funding source for additional walking, cycling, permeability, junction upgrade and public realm measures set out in this LTP. However, the availability and applicability of such funding will vary by scheme and will be dependent on factors including programme priorities, statutory approvals and value for money assessments at the time of application for funding.

Accordingly, while national active travel funding is expected to support a significant proportion of the measures proposed, the LTP recognises that delivery will rely on a combination of funding sources, phased investment and ongoing engagement with funding bodies over the lifetime of the LTP.

9.2.2 Safe Routes to School (SRTS) Programme

Targeted funding will support school-focused walking and cycling interventions, including footpath upgrades, crossings, traffic calming and permeability improvements identified within the LTP.

9.2.3 TFI Local Link / Connecting Ireland Programme

Funding will support enhancements to existing bus services, bus stop infrastructure, timetable coordination and service optimisation, rather than the provision of new town bus networks.

9.2.4 TII National Cycle Network and Complementary Programmes

Selected longer distance walking and cycling links, including connections to the Barrow Blueway and surrounding settlements, may be eligible for funding through TII and related active travel programmes where strategic justification exists.

9.2.5 Rural Regeneration Development Fund

Where appropriate, complementary funding sources such as the Rural Regeneration and Development Fund (RRDF) or successor regeneration programmes may support integrated transport and public realm projects, particularly within the town centre, Market Square and Canal Harbour areas.

9.2.6 Local Authority Capital Investment

Kildare County Council will continue to allocate local capital funding to support smaller scale measures, scheme development, preliminary design, statutory processes and match funding requirements. This includes works such as:

- Localised traffic management and safety measures.
- Junction and footpath improvements delivered on a standalone basis.
- Enabling works required to progress larger funded schemes.

The phased approach set out in this LTP allows schemes to be progressed in line with available resources and staffing capacity, while ensuring consistency with the overall transport strategy for Monasterevin.

9.2.7 Development Contributions and Developer Led Infrastructure

In accordance with the Kildare County Development Contribution Scheme and the emerging Settlement Plan for Monasterevin, development-related contributions will play a role in funding transport infrastructure that directly supports growth areas.

This may include:

- Walking, cycling and permeability infrastructure associated with access to and connections through new development lands.
- Local road links and junction upgrades necessary to support accessibility and connectivity.
- Proportionate contributions towards strategic active travel infrastructure where appropriate.

Developer-led infrastructure will be required to align with the priorities and principles of this LTP, ensuring that new development contributes positively to a

connected, walkable and cycle-friendly settlement rather than reinforcing car dependency.

All developer-led transport infrastructure will be required to demonstrate consistency with the strategic objectives, modal hierarchy and network principles set out in this LTP.

9.2.8 Funding Flexibility and Review

As funding programmes, eligibility criteria and investment priorities continue to evolve at national level, the funding approach outlined above is intentionally flexible. The timing and sequencing of schemes may be adjusted to reflect:

- Availability of funding in annual capital programmes.
- Scheme readiness and statutory status.
- Opportunities to bundle projects for more competitive funding bids.

9.3 Governance

Governance of the Monasterevin LTP is intended to be clear, proportionate and embedded within existing local authority structures, reflecting the scale of the town and the nature of the measures proposed.

Kildare County Council will act as the lead authority for implementation, with responsibility shared across relevant departments. This integrated approach ensures that transport measures are coordinated with land-use planning, development management, active travel initiatives and public realm projects.

Delivery of individual schemes will be progressed in collaboration with relevant external agencies, as appropriate, including the NTA, TII, Iarnród Éireann and TFI Local Link. The specific governance and delivery mechanism for each measure will be scheme dependent, and may include Section 38 procedures, Part 8 processes, or developer-led infrastructure delivered through the planning system.

The LTP provides a strategic framework to guide decision-making rather than a fixed delivery programme. Its implementation will be monitored through existing Council processes and will inform future reviews of the Monasterevin Settlement Plan, the County Development Plan and related transport strategies.

The prioritisation framework set out through the LTP's phasing plan will guide funding applications and investment decisions over the lifetime of the LTP.

10. Environmental and Heritage Considerations

As per the guidance outlined in the NTA's ABTA and LTP Supplementary Advice Note (2024) for ABTAs / LTPs undertaken as part of a land use plan, the requirements for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) are accommodated as part of the land use plan (if the two areas are coterminous). Further SEA or AA work specifically for the ABTA is therefore not required.

Furthermore, all proposed measures will avoid adverse impacts on the River Barrow and River Nore SAC (site code: 002162), Grand Canal pNHA (site code: 002104), National Monuments, Monasterevin Architectural Conservation Area and Register of Protected Structures assets, and Flood Zones A and B. SEA/AA requirements are addressed within the coterminous Monasterevin Settlement Plan, with biodiversity sensitive design, drainage and noise mitigation adopted at project level.

11. Monitoring, Indicators and Review

The purpose of monitoring within this LTP is to provide a proportionate and evidence-led mechanism to track progress towards the LTP's overarching objective of reducing car dependency and achieving a sustainable mode shift in Monasterevin, in line with national, regional and county policy. Monitoring is intended to support strategic review and informed decision-making, rather than to create an onerous or resource intensive reporting process.

11.1 Key Indicator of Progress

In accordance with the NTA/TII ABTA Advice Note and established practice, mode share change is identified as the primary indicator of success for the Monasterevin LTP.

Given the compact nature of the town and the high proportion of short internal and local trips identified through the baseline analysis, improvements in walking, cycling and public transport mode share are considered to be the most meaningful measure of the effectiveness of the interventions proposed within this LTP.

11.2 Mode Share Measurement and Data Sources

A defined set of data sources and contextual indicators is used to measure, interpret and evidence changes in travel behaviour over time.

These datasets do not represent separate performance targets. Rather, they provide the measurement framework through which progress towards the LTP's mode shift objectives can be assessed in a robust and proportionate manner.

Subject to data availability, the following sources may be used to inform future reviews of the LTP:

- Future Census-based commuting data (POWSCCAR).
- Delivery of key walking and cycling infrastructure projects identified in the LTP.
- Completion of priority junction, safety and permeability improvements.
- Public transport usage trends (rail and local bus services).

These indicators are intended to support interpretation of trends, rather than to function as standalone performance targets.

11.3 Review Approach

Monitoring will be carried out based on reviews, coordinated with the release of new data and the timing of major planning cycles.

A formal review of mode share trends and transport outcomes is anticipated in the early 2030s, informed by the results of Census 2032 (including POWSCCAR). This approach allows sufficient time for the delivery of priority interventions and for behavioural change to be reflected in robust, town-level data.

11.4 Relationship to Wider Policy and Plan Review

Monitoring outcomes from this LTP will inform future reviews of the Monasterevin Settlement Plan, the County Development Plan, and subsequent transport strategies, ensuring that transport investment and policy direction remain aligned with observed travel behaviour and settlement growth patterns.

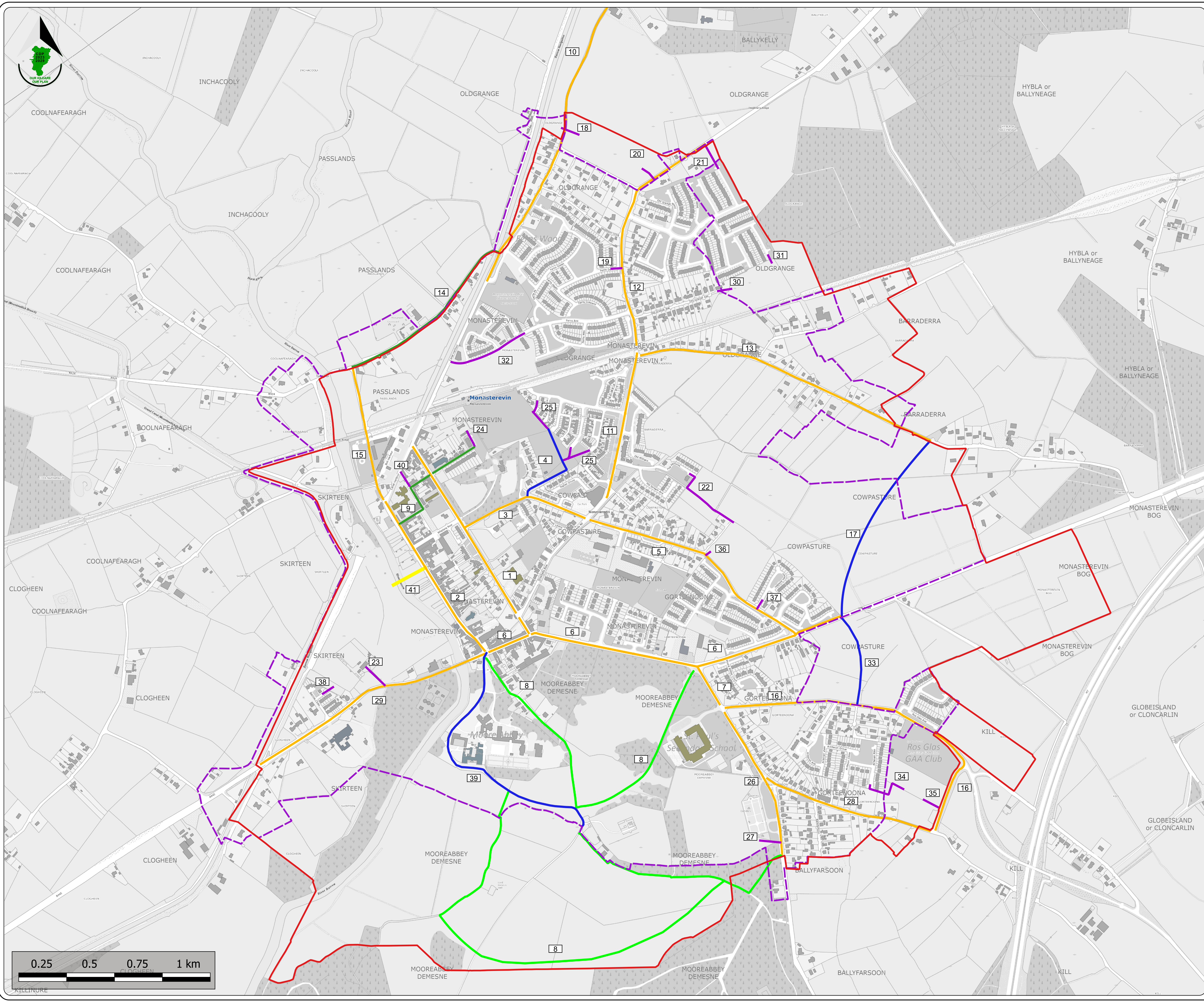
APPENDIX 1

Local Transport Plan Maps

Map 1: Monasterevin Local Transport Plan – Walking / Permeability Measures

Map 2: Monasterevin Local Transport Plan – Cycling Measures

Map 3: Monasterevin Local Transport Plan – Road and Street Measures





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Kildare County Council

Legend

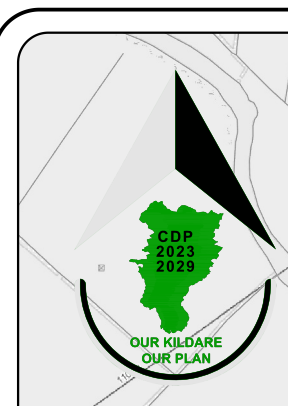
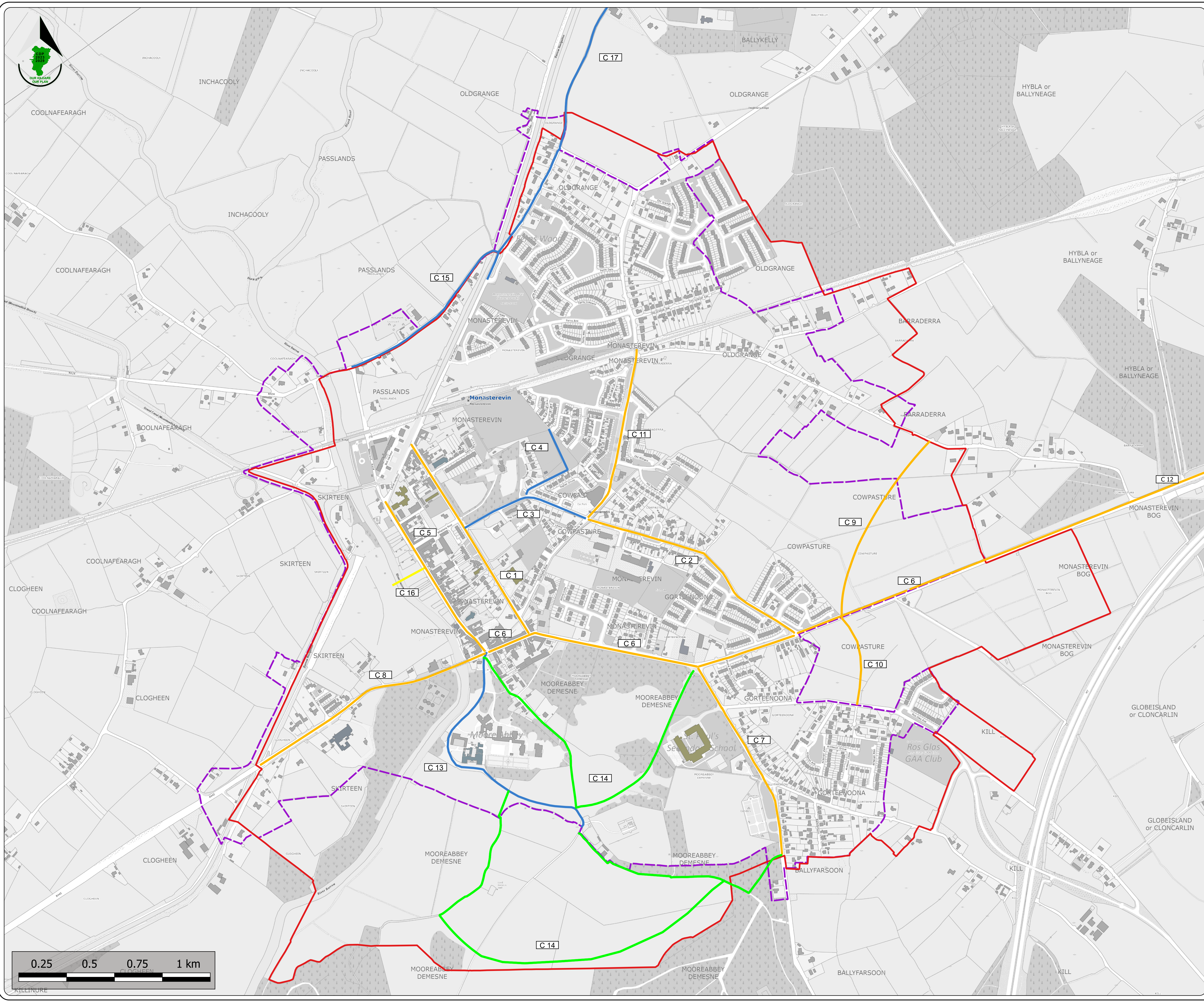
- Study Area Boundary
- CSO Boundary
- Permeability Link
- Public Realm Shared Surfaces
- New Footpath on Existing Road
- New Footpath on New Road
- New Greenway
- Active Modes Bridge (Indicative Location)

Monasterevin Local Transport Plan
Walking and Permeability Measures

Stage	Date	Description

Scale: N.T.S.	Map Ref: Map 1		
Date: July 2026	Drawing No.: 1		
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Kildare County Council

Legend

- Study Area Boundary
- CSO Boundary
- Cycle Infrastructure
- Cycling Shared Surface on Road
- New Greenway
- Active Modes Bridge (Indicative Location)

Monasterevin Local Transport Plan Cycling Measures

Stage	Date	Description

Scale: **N.T.S.**

Map Ref: **Map 2**

Date: **July 2026**

Drawing No.: **1**

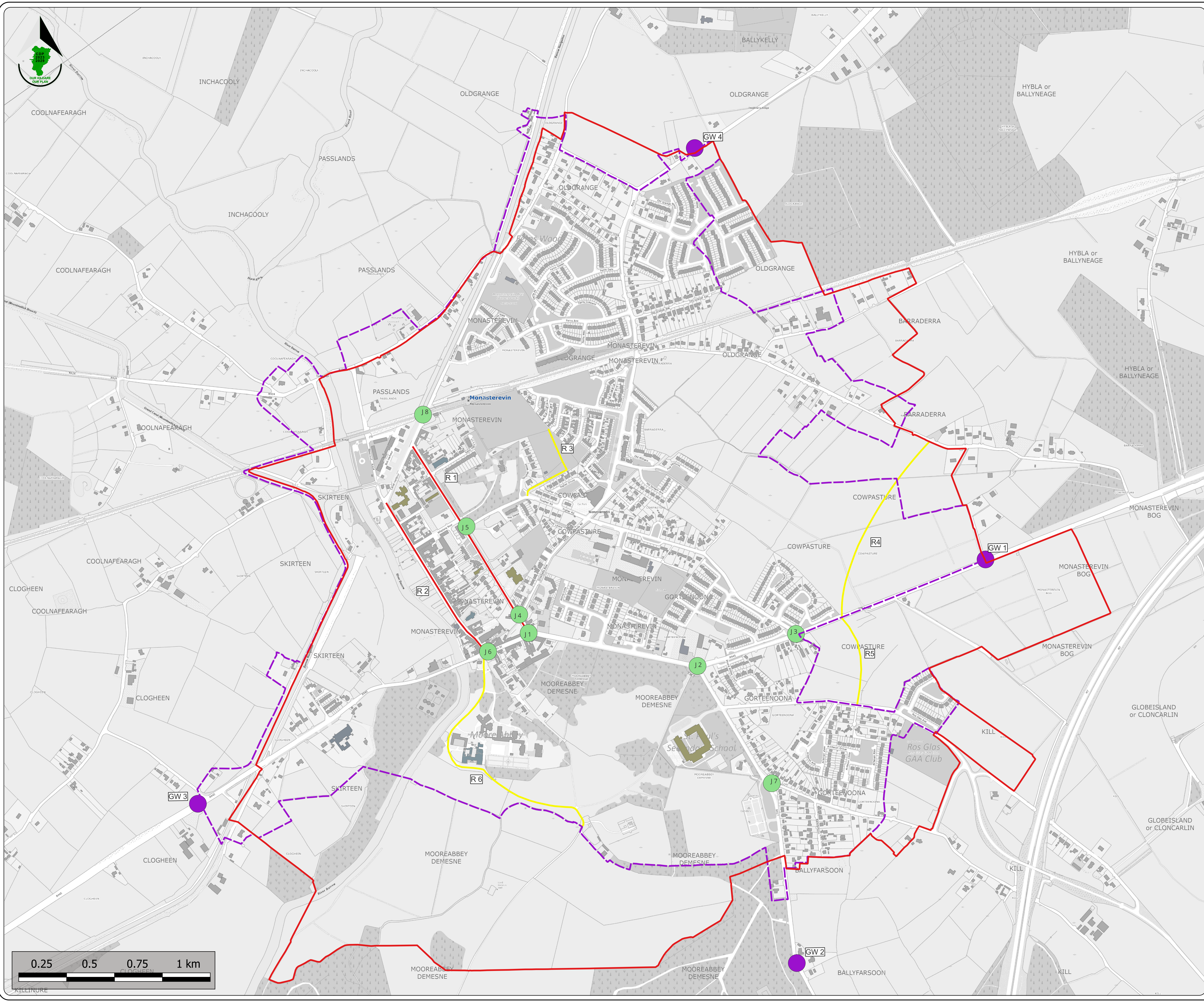
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Checked By: L. Crawford

Approved By: A. Keaveney

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Kildare County Council

Legend

- Study Area Boundary
- CSO Boundary
- Proposed New Roads
- Proposed New One Way System
- Town Gateway
- Junction Improvements

Monasterevin Local Transport Plan Roads and Street Measures

Stage	Date	Description

Scale: N.T.S.	Map Ref: Map 3		
Date: July 2026	Drawing No.: 1		
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