

**Comhairle Contae Chill Dara**  
**Kildare County Council**



**Road Traffic Act 1994**

**Report on Section 38**

**Proposed provision of a signal-controlled Pedestrian Crossing at Naas Town  
Centre Shopping Centre, Dublin Road, Naas.**

Siobhán Scully

**Stiúrthóir Gníomhach Seirbhísí,**  
A/Director of Services,

**Iompar, Soghluaisteacht & Spásanna Oscailte,**  
Transport, Mobility and Open Spaces,

**Áras Chill Dara, Páirc Uí Dhubhuí, An Nás, Co. Chill Dara, W91 X77F.**  
Áras Chill Dara, Devoy Park, Naas, Co. Kildare W91 X77F.



## **Comhairle Contae Chill Dara** **Kildare County Council**

### **Proposed provision of a signal-controlled Pedestrian Crossing at Naas Town Centre Shopping Centre, Dublin Road, Naas**

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In accordance with Section 38 of the Road Traffic Act 1994, Local Authorities are obliged to carry out a public consultation process and consult with An Garda Síochána with regard to the implementation and enforcement of traffic calming measures.

The following works are proposed under the provision of a signal-controlled Pedestrian Crossing at Naas Town Centre Shopping Centre, Dublin Road, Naas comprising of:

- The provision of a signal-controlled pedestrian crossing (with push button units) works, shall include; the removal of adjacent public parklet seating area, extension of build out on north side of Dublin Road, the relocation of bicycle stands, tactile paving, road lining and the provision of an unmetered ESB supply and all associated site works.

The above proposed traffic calming measures were advertised on the 16 June 2026 edition of the Leinster Leader. It was also placed on public display in Kildare County Council, Áras Chill Dara, Naas and on the Kildare County Council consultation portal. It was open for submissions from Tuesday 16 June 2026 to Wednesday 15 July 2026. 5 submissions were received from members of the public. Appendix A.

It was forwarded to An Garda Síochána for comment and they had no objection to the provision of the signal-controlled Pedestrian Crossing on the Dublin Road, Naas.

This member report will be noted at the Naas Municipal District meeting of Tuesday 08 September following which it is intended to proceed with the signal-controlled Pedestrian Crossing on the Dublin Road, Naas.

Claire Whelan

**A/Oifigeach Sinsearach Feidhmiúcháin,**

**A/Senior Executive Officer,**

**Iompar, Soghluaisteacht & Spásanna Oscailte,**

**Transport, Mobility and Open Spaces,**

**Áras Chill Dara, Páirc Uí Dhubhuí, An Nás, Co. Chill Dara, W91 X77F.**

**Áras Chill Dara, Devoy Park, Naas, Co. Kildare W91 X77F.**



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## **Appendix A: Submission Report**



**Comhairle Contae Chill Dara**  
Kildare County Council

Kildare County Council  
Proposed Traffic Calming Measures  
Section 38- Road Traffic Act 1994

**Proposed provision of a signal-controlled  
Pedestrian Crossing at Naas Town Centre Shopping  
Centre, Dublin Road, Naas.**



## Comhairle Contae Chill Dara

### Kildare County Council

| Reference no | From       | Submissions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KCC-C495-1   | [REDACTED] | <p>I am supportive of the proposal, especially as it will improve pedestrian safety in Naas town centre, as well as the public realm generally. I only hope that the park let currently present finds an adequate permanent home in the town centre nearby.</p>                                                                                                                                                                                                                                                                                                                                                                                             | <p>Thank you for your submission.</p> <p>The Transportation Department will liaise with the Strategic Projects &amp; Public Realm Section who manage public parklets to arrange relocation.</p>                                                                                                                                                                                                                                                                                                                                                                                          |
| KCC-C495-2   | [REDACTED] | <p>A new pedestrian crossing is welcome but it is not enough. Indeed there are already pedestrian crossings at the Blessington Rd and Sallins Rd junctions so it is hard to see how this current proposal has been prioritised. We need more crossings on the Dublin Rd starting with a crossing at the Roseville Bus stop. Your Sustainable Transport Team Directorate will be aware of this road safety issue at the bus stops going back over the last 3 years and have acknowledged that a crossing is needed. We are still waiting for the crossing at Roseville Bus stops to be prioritised. We would welcome an update from the Chief Executive.</p> | <p>Thank you for your submission.</p> <p>The proposed pedestrian crossing is in a town centre location where there is a high volume of pedestrian movements. This is considered the most optimum location for pedestrian crossing facilities along this section of the Dublin Road.</p> <p><b>Roseville Bus Stop</b></p> <p>Your comments in relation to requests for additional pedestrian crossing facilities near Roseville Bus Stop are noted. This request has been added to a list of requests for pedestrian facilities and will be assessed when resources become available.</p> |



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Kildare County Council

| Reference no | From       | Submissions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KCC-C495-3   | [REDACTED] | <p>Hi</p> <p>I wish to commend Kildare Co Co for planning to install a Pedestrian controlled crossing on the Dublin Rd.in Naas.However I would suggest that it be located at the junction with Dublin Rd and Wolf Tone St.This would benefit and facilitate the public when trying to cross Wolf Tone St and Dublin Rd. and would make for a more orderly traffic management at this junction.In other words when the green man lights up you can cross both Dublin rd. AND Wolf Tone St.with the ramp removed. A proper full signal controlled T junction at this location.</p> <p>If placed outside the planned location it will leave the Wolf Tone St. very dangerous to cross and I have witnessed many near misses at this uncontrolled junction especially with trucks with high cabs who cannot see pedestrians properly when crossing the raised portion of Wolf Tone St. I feel it would be a missed opportunity to not deal with sorting out this junction comprehensively at this time.</p> | <p>Thank you for your submission. Your comments are noted.</p> <p>The proposed pedestrian crossing is in a town centre location where there is a high volume of pedestrian movements. This is considered the most optimum location for a pedestrian crossing along this section of the Dublin Road.</p> <p><b>Wolfe Tone Street T Junction</b></p> <p>The request to provide a signal-controlled T junction at Wolfe Tone Street is noted. Given the volume of vehicular traffic on Wolfe Tone Street the provision of a signal-controlled T junction is not considered warranted at this location. A signal-controlled junction at this location would cause additional delays and congestion for road users and affect progression on the Dublin Road.</p> |



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|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KCC-C495-4 |  <p>I strongly support investment in improving pedestrian safety, accessibility and walkability within Naas. However, I do not believe the proposal has demonstrated that a fully signal controlled crossing is the most appropriate, proportionate or future-focused solution for this location. Have alternatives been assessed or considered?</p> <p>In recent years, the Department of Transport has modernised Irish guidance to permit continental-style pedestrian crossings that are widely used throughout mainland Europe. These crossings provide pedestrians with priority while avoiding much of the infrastructure cost, delay and ongoing maintenance associated with traffic lights. The consultation documents should clearly explain why a signal-controlled crossing has been selected; whether a raised Continental-style zebra crossing was considered; and why alternative options were discounted.</p> <p>The Dublin Road already experiences significant congestion throughout the day and is one of the main approaches into Naas town centre. Introducing another signal controlled crossing will inevitably create an additional stopping point on an already constrained corridor. Every</p> | <p><b>Continental Style Crossings</b></p> <p>The request to provide 'Continental' style crossings is noted.</p> <p>The provision of a signal-controlled crossing with push buttons is considered the most appropriate type of crossing at this location. This is in accordance with current Irish national guidance and standards as issued by Transport Infrastructure Ireland and the National Transport Authority.</p> |
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|  |  | <p>pedestrian demand has the potential to trigger a red phase, bringing traffic to a complete halt irrespective of whether a continuous stream of pedestrians is crossing. The cumulative impact of repeated red phases and associated dwell times should not be underestimated. Vehicles will queue while the pedestrian phase operates, and these queues may continue up along Dublin Road, particularly during peak periods when traffic volumes are already high. The consultation does not appear to quantify these impacts through traffic modelling or queue analysis. By contrast, a continental-style pedestrian crossing operates dynamically. Drivers yield only when pedestrians are actively crossing and traffic begins moving again almost immediately afterwards. There is no fixed red phase, and no unnecessary delay when no pedestrians are present.</p> <p>The proposal itself recognises that this is a location where many pedestrians already choose to cross. This reinforces the argument that the crossing should be designed to facilitate natural pedestrian movement rather than requiring pedestrians to repeatedly stop and request permission to cross. Many European town planners recognise that where pedestrian demand is consistently</p> |  |
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|  |  | <p>high, crossing opportunities should be convenient, frequent and intuitive. A continental style crossing creates a smoother interaction between pedestrians and motorists than alternating periods of complete movement followed by complete stoppage.</p> <p>The Council may argue that Continental-style crossings are appropriate only on roads with low speed limits. If so, this raises a more fundamental question: why has the street not been designed to operate at a speed appropriate for a pedestrian heavy and busy town centre? International best practice does not treat higher traffic speeds as justification for denying pedestrian priority. Instead, it redesigns streets so that vehicle speeds become compatible with places where people walk, shop and spend time.</p> <p>Across the Netherlands, France, Spain, Germany and Sweden, town centres routinely combine: raised pedestrian crossings; narrowed carriageways; tighter junction radii; wider footpaths; continuous footways; street trees and landscaping; high-quality public realm; and traffic-calming measures to create self-enforcing low-speed environments where unsignalised pedestrian crossings</p> |  |
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|  |  | <p>operate safely and efficiently regardless of formal speed limits.</p> <p>The evidence therefore suggests that if this section of Dublin Road is considered unsuitable for a Continental-style crossing because operating speeds remain too high, then the appropriate response is to reduce those speeds through street design, not to introduce yet another permanent set of traffic lights (inefficient for both pedestrian and driver, costly to install, costly to maintain, sends a message to pedestrians that they don't really have priority, etc.). Roads should be designed to suit the function of the place, rather than requiring pedestrians to adapt to vehicle priority.</p> <p>Better Value for Public Money— Signal-controlled crossings require substantial capital and ongoing expenditure, including electrical infrastructure, controllers, ducting, communication systems, inspections, maintenance and eventual replacement of electronic equipment. Continental-style crossings are significantly simpler to construct, substantially cheaper to maintain and far quicker to deliver.</p> <p>Every unnecessary traffic light controlled pedestrian crossing installation means</p> |  |
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|  |  | <p>that funding that could instead provide multiple additional pedestrian crossings elsewhere throughout Naas. The objective should be to maximise pedestrian accessibility across the town rather than concentrating investment in expensive signal infrastructure.</p> <p>A Vision for Naas— Rather than considering this proposal in isolation, KCC should develop a comprehensive town centre pedestrian crossing strategy. There are already countless places where they should be installed throughout the Naas area including multiple sections near Swans on the Green. Naas should aspire to become a town where pedestrians can comfortably cross at numerous locations rather than being funnelled towards isolated signal-controlled crossings. Many towns throughout Spain and France provide pedestrian crossings every short distance along their main shopping streets. Drivers expect pedestrians to have priority, pedestrians rarely experience significant delays, traffic continues to move steadily at appropriate urban speeds, and town centres become more attractive places to visit and spend time.</p> <p>Before progressing this proposal, the Council should publish the evidence</p> |  |
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|  |  | <p>underpinning its preferred option, including: pedestrian demand analysis; traffic modelling; predicted queue lengths and dwell times; assessment of impacts on congestion along Dublin Road; speed surveys; consideration of raised Continental-style crossings; whole-life cost comparisons; maintenance cost estimates; assessment against current Department of Transport guidance.</p> <p>I support improving pedestrian safety at this location. However, I am not satisfied that the consultation has demonstrated why another signal-controlled crossing represents the optimal solution. The proposal should be revised to fully assess whether a Continental-style pedestrian crossing could achieve equivalent or better safety outcomes while reducing unnecessary congestion, lowering construction and maintenance costs, improving pedestrian convenience and contributing to a more attractive, walkable and economically vibrant town centre.</p> <p>More broadly, Kildare County Council should embrace the opportunity presented by recent national guidance and develop a coherent strategy to introduce Continental-style pedestrian crossings throughout Naas. If parts of the</p> |  |
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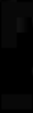
## Comhairle Contae Chill Dara

### Kildare County Council

| Reference no | From | Submissions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response |
|--------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
|              |      | <p>town centre are currently considered unsuitable because vehicle speeds remain too high, that should be viewed as a prompt to redesign those streets as people-focused urban places, rather than as justification for installing additional traffic lights dotted all over the town. It should be a case of as you enter the Naas town area, drivers have to be vigilant and hover their foot over the brake preparing to stop at a pedestrian crossing rather than the mix and match of traffic lights all over the place.</p> |          |



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| KCC-C495-5 |  | <p>Please see submission attached. See appendix A Submission 5</p> | <p><b>Acknowledgement of Section 38 process</b></p> <p>Thank you for your submission.<br/>Your comments are noted</p> <p><b>Proposal to locate the Pedestrian Crossing further West on Dublin Road</b><br/>Your comments and detailed submission are noted.</p> <p>There are several locations that pedestrians choose to cross in a haphazard manner along this section of the Dublin Road.<br/>An additional pedestrian crossing has been provided on the Dublin Road approach on the Poplar Square signal-controlled junction. This controlled crossing point is approximately 50 metres from the junction of Chapel Lane and the Dublin Road.<br/>The additional crossing point at the Poplar Square junction combined with the Proposed Section 38 Pedestrian Crossing at the Naas Town Shopping Centre will facilitate safe crossing points for the main pedestrian desire lines on this section of the Dublin Road.</p> |
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| Reference no | From | Submissions | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------|------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              |      |             | <p><b>Public Parklet</b></p> <p>Your comments are noted.</p> <p>In order to achieve the required sightlines and visibility at the proposed pedestrian crossing location the Parklet is required to be relocated. The Transportation Department will liaise with the Strategic Projects &amp; Public Realm Section who manage public parklets.</p> <p><b>Type of Pedestrian Crossing/Zebra Crossings</b></p> <p>The provision of a signal-controlled crossing with push buttons is considered the most appropriate type of crossing at this location. This in accordance with current Irish national guidance and standards as issued by Transport Infrastructure Ireland and the National Transport Authority.</p> |

Submission 5



**Submission on Proposed Signal-Controlled Pedestrian Crossing, Dublin Road, Naas**

Dear Sir / Madam,

I welcome Kildare County Council's proposal to provide a controlled pedestrian crossing on Dublin Road, Naas. A safe crossing point in this part of the town is badly needed.

The statutory process of a Section 38 inviting submissions on the proposed location over four weeks is welcome. I have spent a lot of time preparing this submission after consultation with residents, patrons and customers of local businesses, and local business owners.

I should add that I live beside the proposed location, and my office is in Naas Town Centre. I will personally benefit from any pedestrian crossing located in this part of town. However I want to stress that I make this submission based on my observations as someone who lives locally, does the school run, and walks from my house to the office, from one side of the Dublin Road to the other.

With all that placed in the public domain, I submit that the proposed location is not the most appropriate location. The crossing should be moved further west, closer to the natural pedestrian desire line between The Stables Restaurant and Tuckmill Gallery.

The photographs, aerial images and route maps submitted with this observation support that argument. They show existing crossing behaviour, the road layout, the parking arrangement, the Chapel Lane pedestrian movements, and the practical opportunity to provide a crossing further west, where people already seek to cross.

**1. The Main Footfall Is Closer to Lawlor's Hotel and The Stables**

The strongest source of pedestrian footfall in this area is not the eastern end of Naas Town Centre. It is the cluster around Lawlor's Hotel, The Stables, Friary Road and Chapel Lane.

Lawlor's Hotel is one of the largest generators of pedestrian footfall in this part of Naas. It brings hotel guests, restaurant users, bar patrons, event attendees, conference guests, staff and visitors into the town throughout the day and evening. The Stables is also a significant destination in its own right.

Yet pedestrians accessing either Lawlor's Hotel or The Stables have no safe crossing point on Dublin Road or Friary Road. This is the central problem the scheme should address.

Much of the footfall in this area travels towards McAuley Place, St Mary's College, Mercy Convent Primary, the Church of Our Lady and St David, Sallins Road, Friary Road and Poplar Square. Schoolchildren and churchgoers travelling west on Dublin Road and north towards Friary Road typically use Chapel Lane. The natural desire line is therefore much closer to The Stables and the former Clancy Cabs premises than to the Council's proposed location.

If a person is walking from the centre of town, Poplar Square, Naas Town Centre, Friary Road, or the eastern side of Dublin Road towards Lawlor's Hotel or The Stables, the natural crossing point is further west than the current proposal.

A crossing should follow the pedestrian desire line. It should be placed where people already need and want to cross. The Council's proposed location would serve some pedestrians, but a crossing positioned between The Stables and Tuckmill Gallery would serve a wider range of pedestrian movements.



#### Proposed alternative crossing location between The Stables and Tuckmill Gallery

This aerial image identifies the proposed alternative crossing location further west on Dublin Road. It places the crossing closer to the natural pedestrian desire line serving Lawlor's Hotel, The Stables, Friary Road, Chapel Lane, nearby schools and town-centre businesses.

The image above shows the proposed alternative location. This position is closer to The Stables, Lawlor's Hotel, Friary Road and Chapel Lane, and therefore better reflects the natural pedestrian desire line in this part of the town. It would serve pedestrians travelling from Naas Town Centre and Poplar Square towards Lawlor's Hotel, The Stables and Friary Road, while still remaining available to pedestrians approaching from the eastern side of Dublin Road.

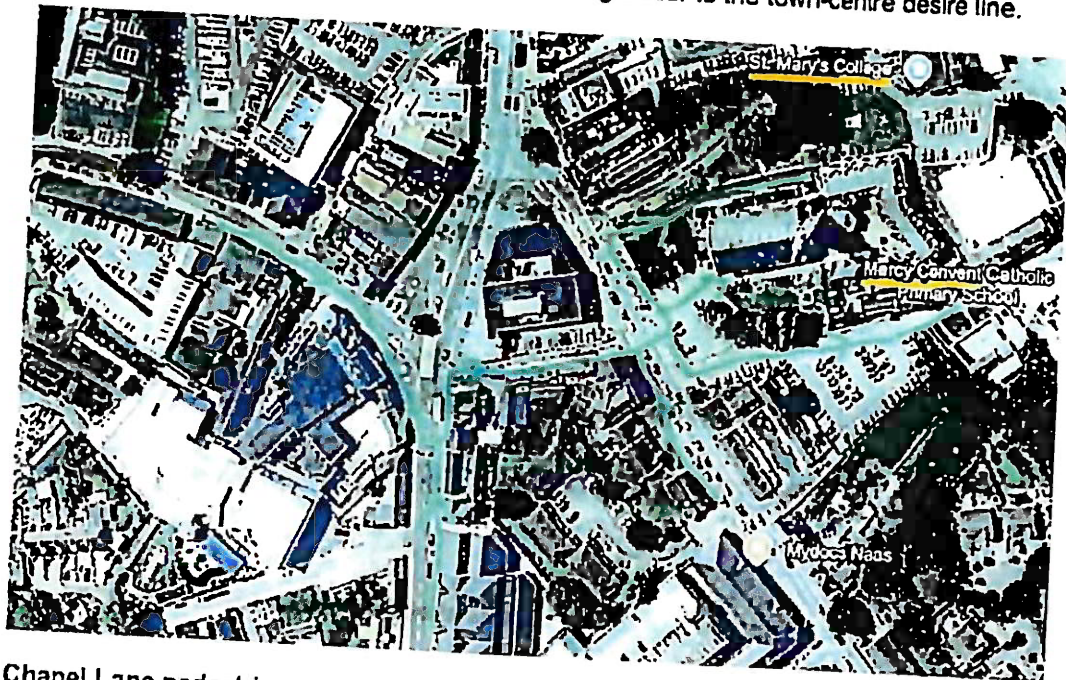
## 2. School-Time Safety and Vulnerable Road Users

There is also a clear school-time safety issue.

During school term, children and parents regularly cross Dublin Road in the vicinity of The Stables. This happens five mornings a week and five afternoons a week. Young children are among the most vulnerable road users. They do not always understand traffic speed, driver behaviour, sightlines or risk in the way adults do.

A crossing further west, between The Stables and Tuckmill Gallery, would better address this daily school-time movement. It would serve pedestrians coming from Friary Road, Poplar Square, Naas Town Centre, Chapel Lane and the eastern side of Dublin Road.

Those who might use the Council's proposed crossing could also use the alternative location. However, those travelling to Lawlor's Hotel, The Stables, Friary Road, the schools and the church are far more likely to benefit from a crossing closer to the town-centre desire line.



Chapel Lane pedestrian routes serving schools, church and town-centre destinations

This aerial image shows the range of pedestrian routes converging on Chapel Lane and the western end of Dublin Road, including movements to and from Mercy Convent Primary School, St Mary's College, Poplar Square, Friary Road and the town centre. It demonstrates that the main pedestrian movement pattern is concentrated west of the Council's proposed crossing location.

The image above illustrates the importance of Chapel Lane as a pedestrian route in both directions. It shows that many pedestrians, including schoolchildren and families, are not simply moving to or from the eastern end of Naas Town Centre. They are moving between the town centre, Chapel Lane, Friary Road, Mercy Convent Primary School, St Mary's College and surrounding destinations. The proposed crossing near Meadows & Byrne would assist only a limited portion of this movement. By contrast, the alternative location between The Stables and Tuckmill Gallery would serve the broader and more established pedestrian pattern, while still remaining available to those approaching from the eastern side of Dublin Road.

RSA collision data also supports the need to address safety at this point. Collisions involving pedestrians have occurred in this area. That should weigh heavily in the Council's assessment. The purpose of the scheme should not simply be to install a crossing somewhere on Dublin Road. It should be to reduce risk at the location where pedestrian demand and safety concern are greatest.

### 3. Parking, Public Realm and Value for Money

The alternative location would likely require the removal of two parking spaces. In my view, that is a modest and reasonable trade-off.

Those spaces are immediately beside a large multi-storey car park with approximately 535 spaces. The public benefit of a safer crossing, wider footpath and better pedestrian environment would far outweigh the loss of two on-street spaces.

Removing those spaces would also allow the Council to improve the footpath between Kavanagh Eyecare and the former Clancy Cabs premises. This area is affected by short-term stopping and double parking at school times, including on double yellow lines. Redirecting space away from informal parking and towards a raised crossing and wider footpath would make the street safer and more orderly.



Existing road width and informal school drop-off behaviour near Chapel Lane

This image shows the wide carriageway beside the double yellow lines near Chapel Lane, where vehicles can and do stop informally at school times. A crossing at this location would allow the Council to narrow the road, improve the footpath environment and reduce unsafe stopping at a point already used by children and parents crossing Dublin Road.

As shown in the image above, the width of the carriageway at this point allows vehicles to stop informally on the double yellow lines, particularly during the morning school drop-off period. Although only a small number of vehicles can be accommodated at any one time, this behaviour creates a safety issue for children and parents crossing towards Chapel Lane. Locating the crossing at this point would allow the Council to narrow the carriageway, either

through a footpath build-out or temporary pencil bollards, and create a slower, safer crossing environment.

This would benefit hotel patrons, customers of The Stables and West Country Carpets, users of Friary Road businesses, schoolchildren, families, older people visiting local optometrists and other town-centre pedestrians.

There is also a clear value-for-money issue. The Council's proposed location appears to require the relocation of the existing public parklet from outside Paddy Electronics. That should be avoided.

Based on information released under an FOI request, the Council has already incurred significant costs in relocating this parklet in recent years. The delivery and relocation of the parklet from outside Grá on North Main Street back to Burke Brothers Joinery in 2023 cost €4,650. The subsequent movement of the parklet from Burke Brothers Joinery to Dublin Road cost €11,950. That is a total of €16,600 already spent on relocating the parklet.

In my view, that is enough public money spent moving this parklet. It should remain in its current location for the foreseeable future unless there is a clear and independently justified reason to move it. It should not be moved again simply because the proposed crossing has been located next to it. There is in my view an alternative that would save thousands of Euro in moving costs.

Public money would be better spent improving the footpath, addressing illegal stopping, and providing the crossing where the safety need is greatest.

In practical terms, the alternative location does more for pedestrian safety, serves more destinations, avoids unnecessary parklet relocation costs and requires only a modest reduction in on-street parking.

#### **In summary**

I support the provision of a pedestrian crossing on Dublin Road. However, I ask Kildare County Council to reconsider the proposed location. A crossing further west would better reflect actual footfall, better serve Lawlor's Hotel and The Stables, improve school-time safety, respond to known collision concerns, avoid unnecessary parklet relocation costs, and deliver a stronger town-centre safety outcome for a modest loss of two or three parking spaces.

Yours faithfully,

A black rectangular redaction box covering the signature of the sender.

#### **Addendum: Type of Pedestrian Crossing to be Considered**

I also ask Kildare County Council to consider whether a zebra crossing arrangement with flashing beacons would be more suitable at the alternative location than a signal-controlled crossing.

The Department of Transport's Traffic Signs Advice Note TSAN-2024-01 identifies three forms of zebra pedestrian crossing as alternatives to a signal-controlled crossing: Type A, Type B and Type C. Type C is only suitable in an urban, town-centre or built-up area where the posted speed limit is 30km/h or lower and the 85th percentile speed is less than 30km/h. As Dublin Road is currently a 50km/h road, Type C would not appear suitable unless the speed limit and speed environment are changed.

However, the same guidance confirms that a Type A zebra crossing, using zebra markings and flashing beacons, is the standard familiar arrangement. It is not automatically excluded on a 50km/h road. The guidance also states that zebra crossings are not normally considered suitable for roads with a maximum speed limit greater than 50km/h, which indicates that a 50km/h road may be capable of accommodating such a crossing, subject to detailed assessment.

A Type B zebra crossing, using RUS 066 signage instead of flashing beacons, may also be considered on roads with speed limits of 50km/h or lower, subject to criteria including 85th percentile speed, traffic volume, lighting, visibility and lane arrangement. However, given the town-centre setting, the importance of the desire line, the presence of schoolchildren, and the fact that Dublin Road remains a 50km/h road, a Type A zebra crossing with flashing beacons may provide the clearest and most visible pedestrian priority.

There is also local precedent for this form of crossing in the area. Existing zebra crossings with flashing beacons nearby appear to work well and are understood by drivers and pedestrians. I will include photographs of those crossings with this submission to demonstrate that the precedent already exists locally and that this type of crossing can operate effectively in the Naas town-centre context.



**Existing zebra crossing with flashing beacons in the vicinity**

This image above shows an existing zebra crossing with flashing beacons near the proposed area. It demonstrates that this form of crossing is already familiar locally and appears to function effectively.



Second local example of zebra crossing with flashing beacons

This image provides a further local example of a zebra crossing with flashing beacons operating successfully in the wider area.

On that basis, I ask the Council to assess whether the alternative location between The Stables and Tuckmill Gallery could be served by a Type A zebra crossing with flashing beacons, potentially combined with carriageway narrowing, footpath build-out and improved public realm treatment. This would provide a visible, familiar and lower-clutter crossing solution at the point where pedestrian demand is greatest.

#### **Appendix: Photographic Evidence of Existing Crossing Behaviour**

The following photographs provide further evidence that pedestrians already cross Dublin Road at the western end of the street, close to the proposed alternative location between The Stables and Tuckmill Gallery. These images are included to demonstrate existing pedestrian behaviour and the established desire line.



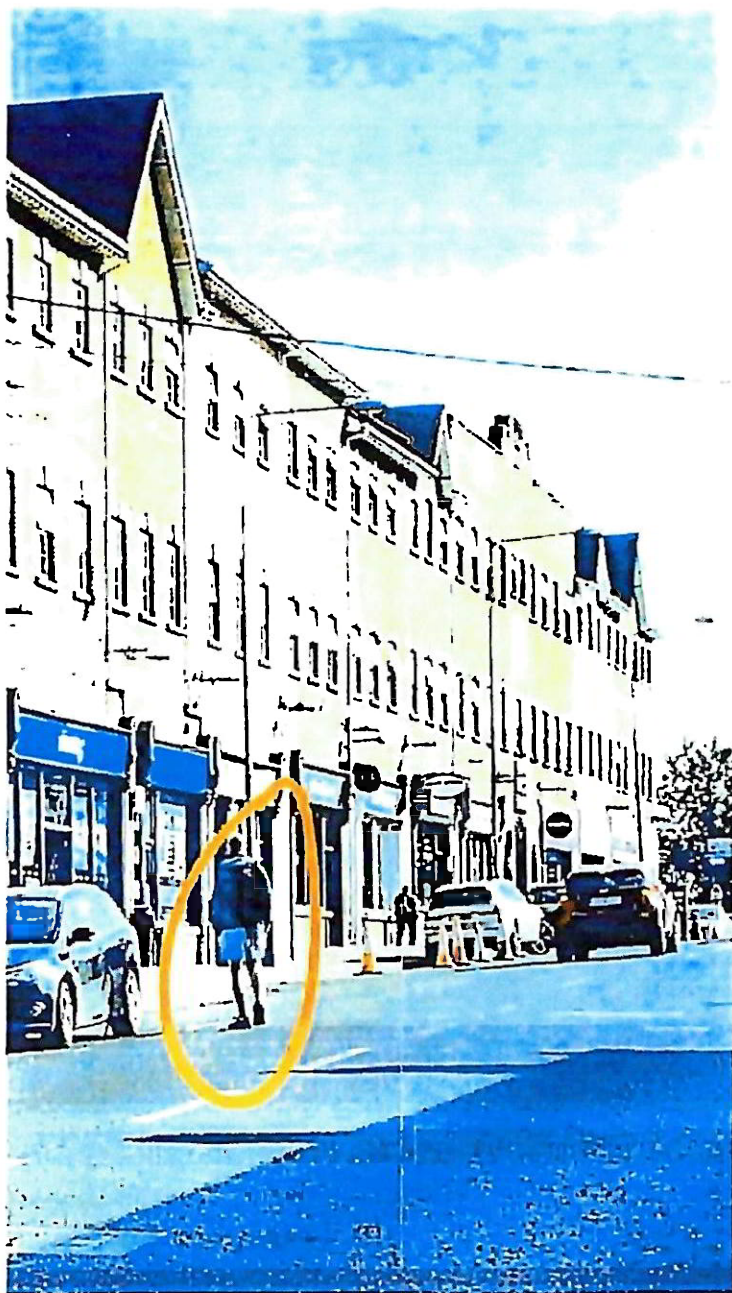
**Pedestrians crossing Dublin Road near The Stables**

This photograph shows pedestrians crossing at the western end of Dublin Road, close to the proposed alternative crossing location.



**Existing Informal crossing movement on Dublin Road**

**This photograph shows the same pattern of pedestrian movement, with people crossing away from the Council's proposed location and closer to The Stables / Tuckmill Gallery desire line.**



**Pedestrians crossing towards town-centre destinations**

This photograph and the one below shows pedestrians crossing where the route naturally connects with Lawlor's Hotel, The Stables, Chapel Lane and Friary Road.

