

# Newbridge Draft Local Transport Plan – Phase 2 Public Consultation Summary Document

---

# Newbridge - Draft Local Transport Plan Consultation

- This document summarises the draft local transport plan for Newbridge
- This document covers the following:
  - Overview of Newbridge local transport plan and project context
  - Summary of Phase 1 consultation results
  - Draft strategy measures
  - Next steps in process



Kildare County Council  
Comhairle Contae Chill Dara

**AECOM**

# Overview of Newbridge Local Transport Plan and Project Context

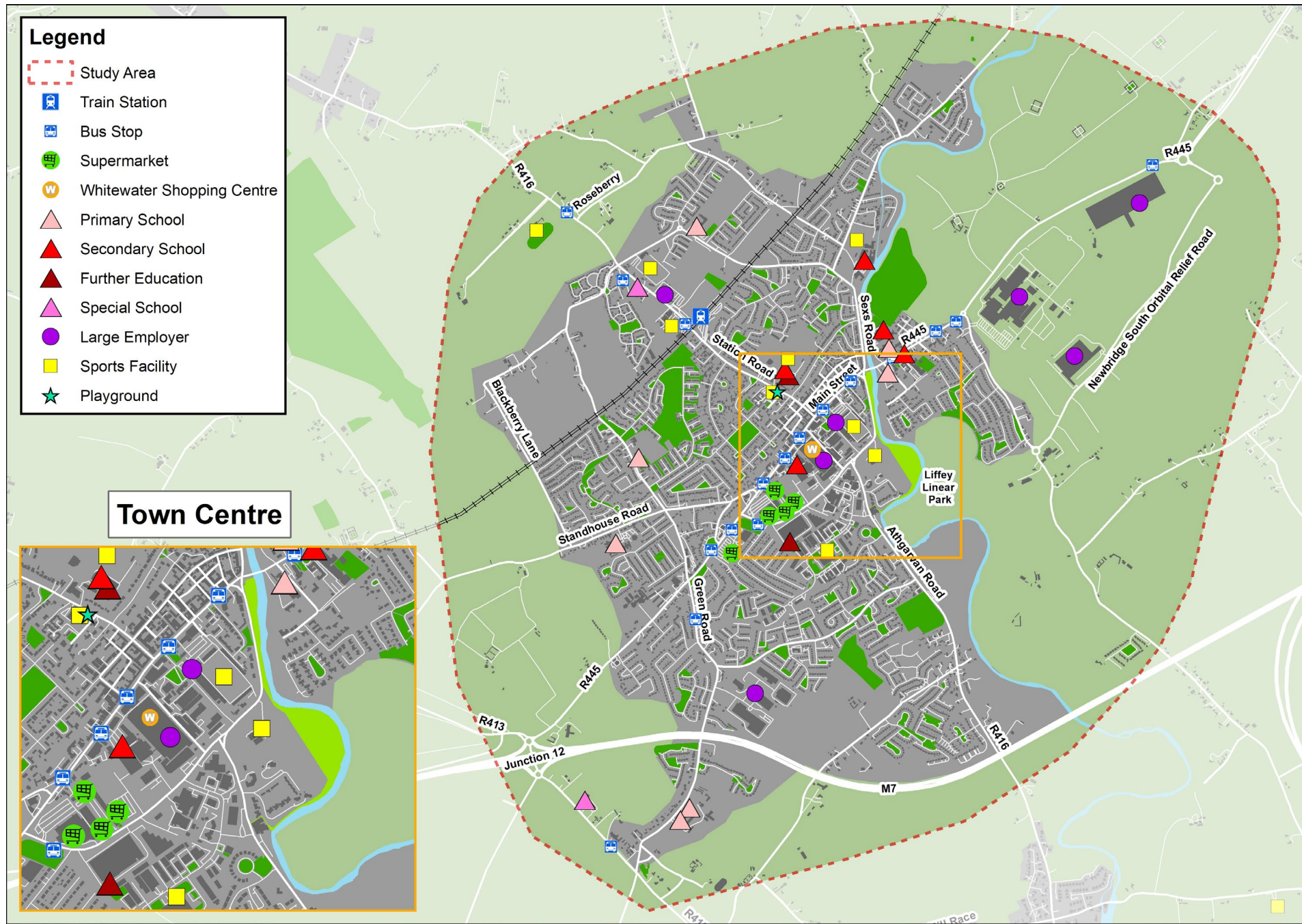
# Overview of Newbridge Local Transport Plan

- The draft plan involves walking, cycling, public transport, roads, decarbonisation and parking measures
- Phase 1 consultation involving the public, councillors and key stakeholders (e.g. schools) took place in Autumn 2022
- Phase 2 public consultation to obtain feedback on the draft local transport plan is planned to commence in February
- Measures from the transport plan will be incorporated into the new Local Area Plan





# Newbridge Local Transport Plan Study Area



---

# Newbridge Local Transport Plan Overall Objectives

The Newbridge Local Transport Plan has the following objectives:

1. Promote Newbridge Town Centre as the core of activity and prioritise the improvement of its sustainable transport functionality, thus making Newbridge a more attractive place to live, work, visit, study and socialise.
2. Improve sustainable travel infrastructure to connect Newbridge with neighbouring settlements in Kildare.
3. Provide sufficient transport infrastructure, in line with the modal hierarchy, to facilitate population and employment growth targets for Newbridge by enabling development in the areas most likely to promote compact growth and sustainable travel.
4. Ensure sustainable development and compact growth in Newbridge through integrated land-use-transport planning.
5. Promote modal shift from private motor vehicles to sustainable travel modes through the improvement of walking, cycling and public transport infrastructure to provide a viable alternative to the private car.
6. Support the aims of the NIFTI modal and intervention hierarchies, to prioritise sustainable travel modes and upgrade existing infrastructure where possible.
7. Improve public health and well-being by promoting active travel.

---

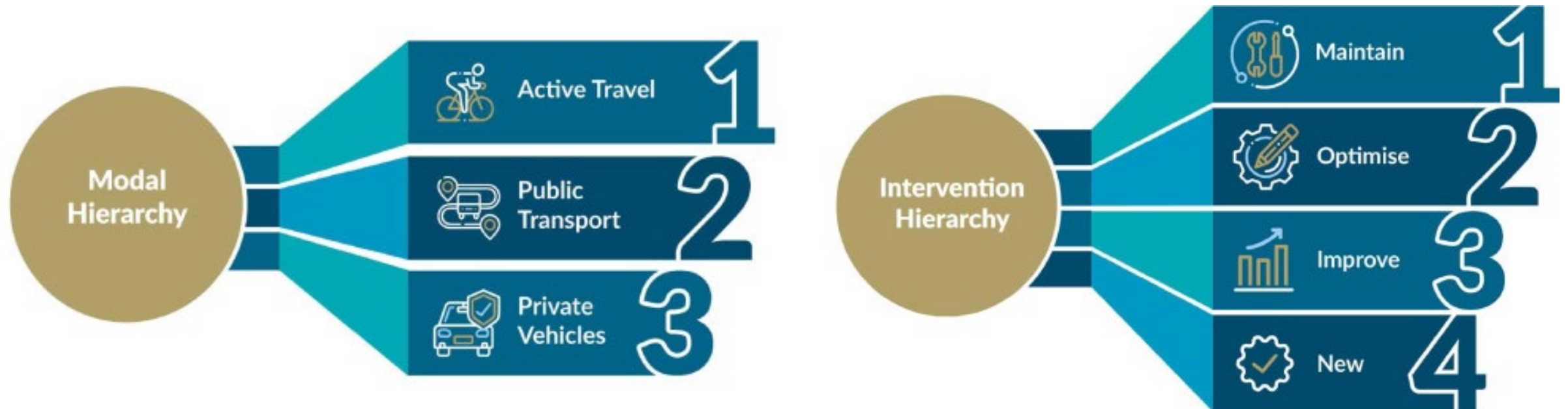
# Future Growth of Newbridge

- In 2016, the population of the Newbridge settlement was 22,742 (Census), by 2022 this had grown to 24,366 people
- Regional Spatial and Economic Strategy (RSES) and County Development Plan (CDP) have allocated low levels of additional future growth to Newbridge.
- This future growth will be accommodated as follows in Newbridge:
  - It will be located near public transport
  - It will be denser and compact in line with national policy
  - It will be accommodated through in-fill development where possible
  - It will meet the growth obligations from the RSES and CDP
- Car dependency in Newbridge needs to reduce to accommodate this growth
- This will require modal shift from car use to walking, cycling and public transport



# Shift in Transport Investment Priorities

- National Investment Framework for Transport in Ireland (NIFTI) clearly establishes that the focus of future investment is on sustainable travel rather than roads
- The transport plan needs to radically improve conditions for walking, cycling and public transport in Newbridge to accommodate the planned population/employment growth
- Future road infrastructure will need to have a clear sustainable travel rationale



---

## Future Transport Infrastructure Assumptions

Newbridge transport infrastructure is not expected to change considerably in the near to immediate future. Newbridge is outside the extent of major infrastructure and service upgrades such as DART + and BusConnects. Outside of the recently completed N7 upgrade works there are no planned major improvement to the surrounding motorway network.

Newbridge will be positively impacted by the recently announced changes to the short hop fare zone which is being replaced by the new Dublin Commuter Zone which will be accompanied by a new National Fares strategy. Newbridge has also benefited from the recently implemented new rail timetable which sees additional services calling at Newbridge Train Station.

Under the Connecting Ireland strategy Newbridge has benefited from an additional bus service connecting Newbridge to Naas via Allenwood, service 821. In addition, the newly reintroduced 129 service reestablishes a connection between Newbridge and Kilcullen

---

## Note on the Locations and Routes Shown in the Draft Strategy

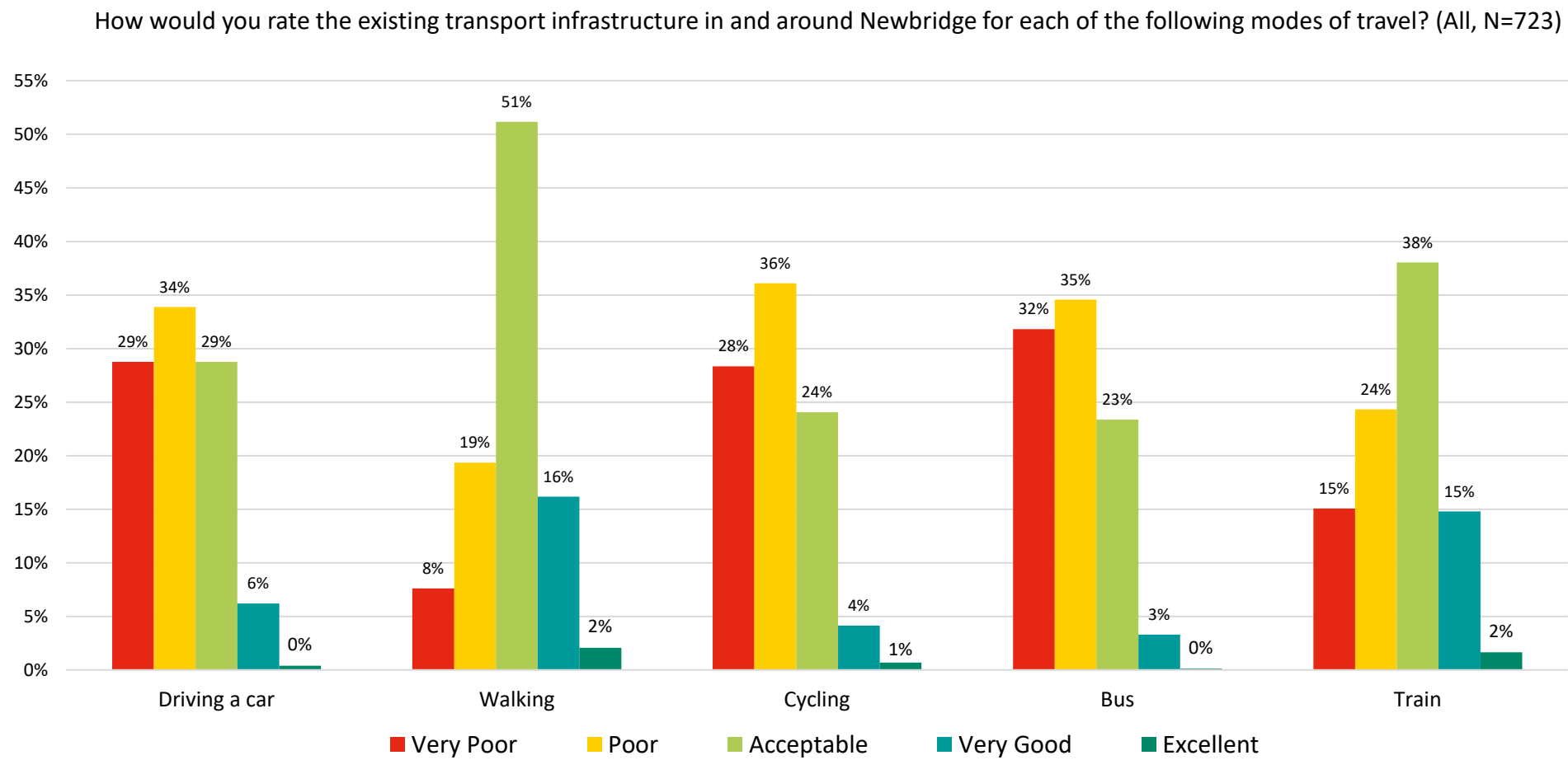
- This strategy proposes solutions to improve the strategic movement of traffic across the study area. However, it is important to note that this is a high-level study which only recommends indicative alignments or locations for future infrastructure.
- The precise route or location of new infrastructure will be determined during the detailed design and engineering phase for measures, which will occur at a later stage.
- In most cases, design and implementation of individual measures (e.g. a new road) will involve additional consultation to engage local stakeholders in the design process.
- The final strategy will provide a phasing for each measure in respect to whether they are short term (e.g. 1-2 years), medium term (e.g. 3-5 years) or long term (e.g. 6+ years). This phasing will highlight which measures are dependent on other infrastructure being delivered first. The phasing should be viewed as indicative and subject to delays from the appraisal, planning and design processes and subject to funding.

# Reference Slides – Phase 1 Consultation Summary of Key Results

Conducted in August 2022

# Rating Newbridge’s Existing Transport Infrastructure

- Negative view of existing driving, cycling and bus infrastructure in Newbridge
- Existing walking and rail infrastructure viewed more positively





---

# Perceptions of Existing Transport in Newbridge

**Scale**   **Poor**   or   **Acceptable**

63% of Newbridge residents have a poor perception of driving in Newbridge



51% of Newbridge residents believe footpaths in Newbridge are acceptable



64% of Newbridge residents have a poor perception of cycling in Newbridge



67% of Newbridge residents have a poor perception of using the bus in Newbridge

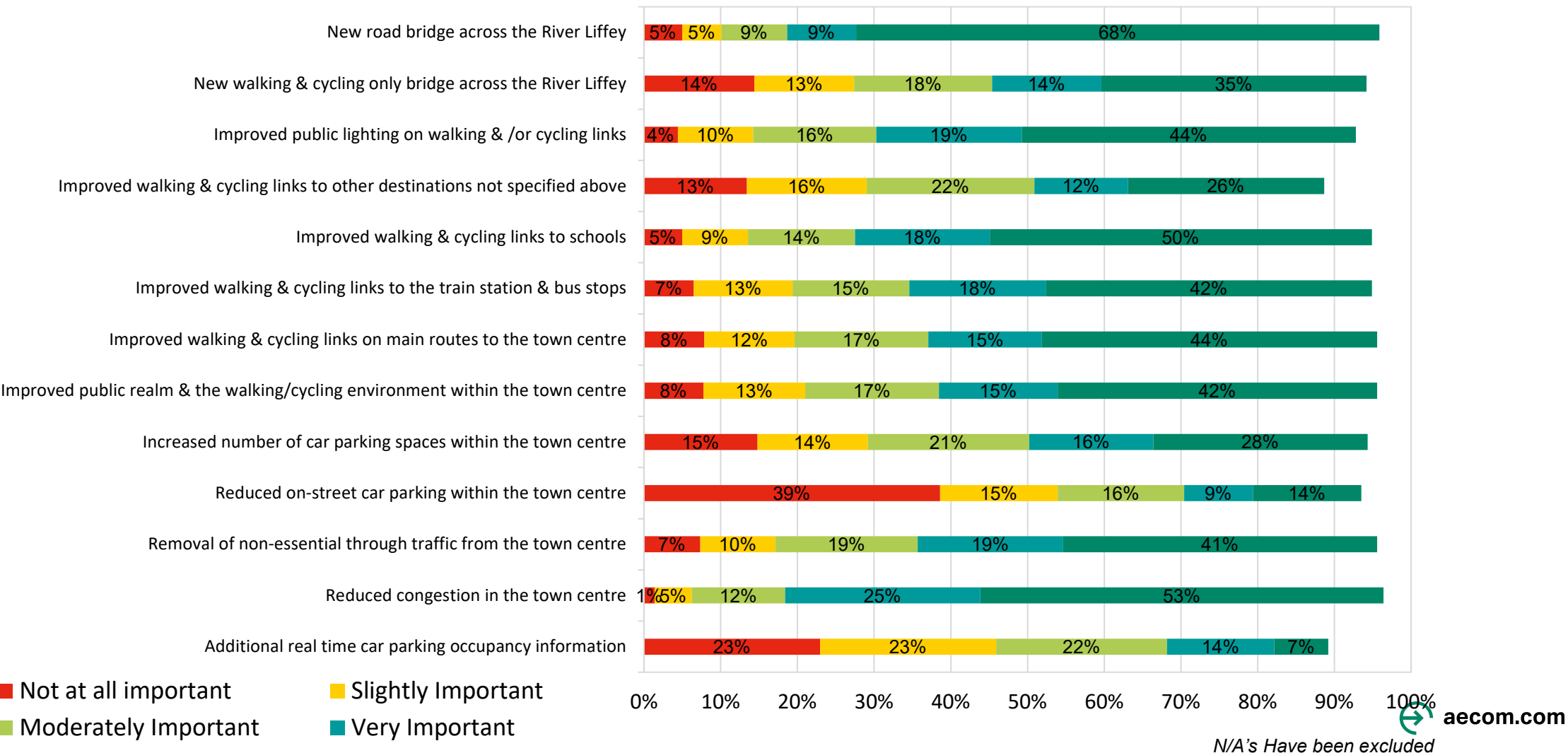


53% of Newbridge residents have acceptable / good perception of using the train in Newbridge



# Rating of Different Walking, Cycling or Parking Improvements

- Popular ideas: New river crossing, reduced congestion in the town centre, improved walking and cycling links on main street and improved routes to school



---

## Popular ideas from Phase 1 Public Consultation

91% of respondents felt a new river crossings across the Liffey was important.

95% of respondents felt that reducing congestion in the town centre was important.

87% of respondents felt improved walking and cycling links on main street schools was important

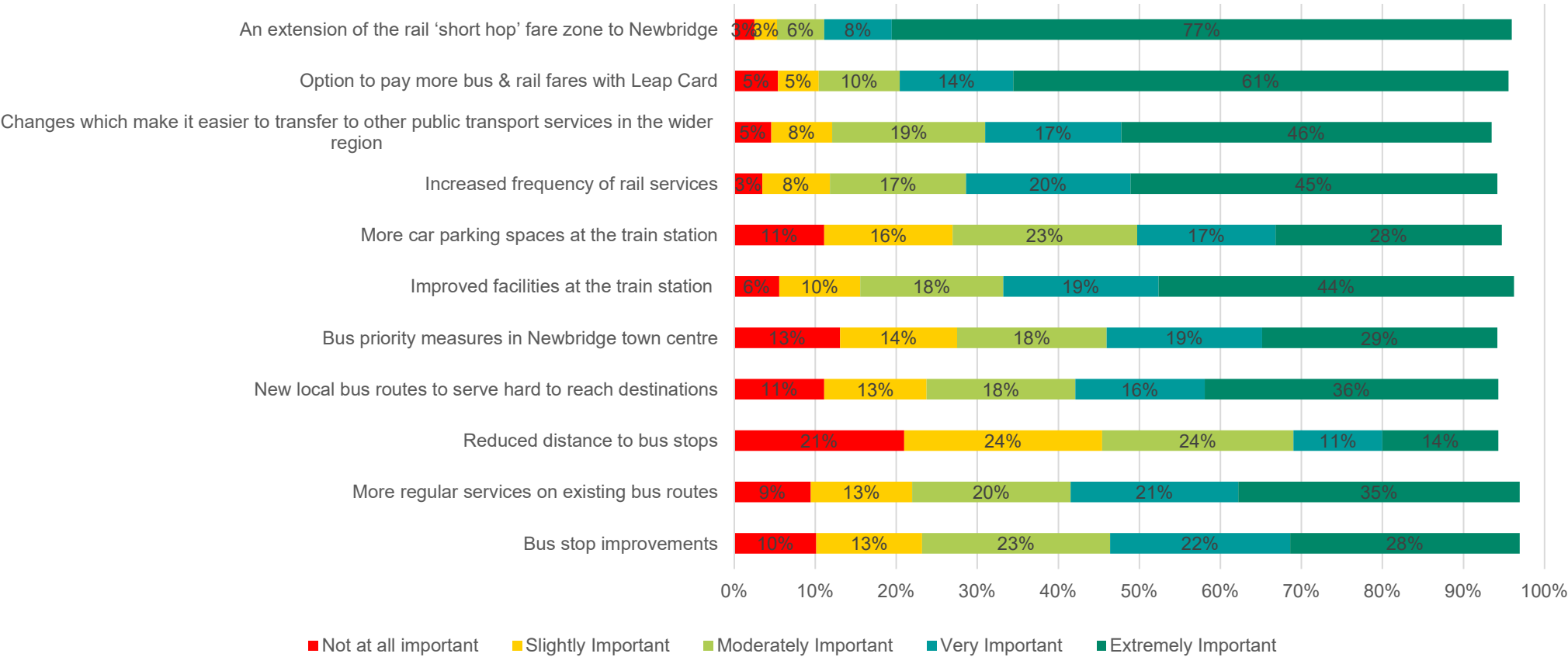
91% of respondents felt improved walking and cycling routes to schools was important



# Rating Different Public Transport Improvement Ideas

- Popular ideas: extension of short hop zone, greater Leap Card integration, interchange options, increased rail frequency, improved train station facilities.

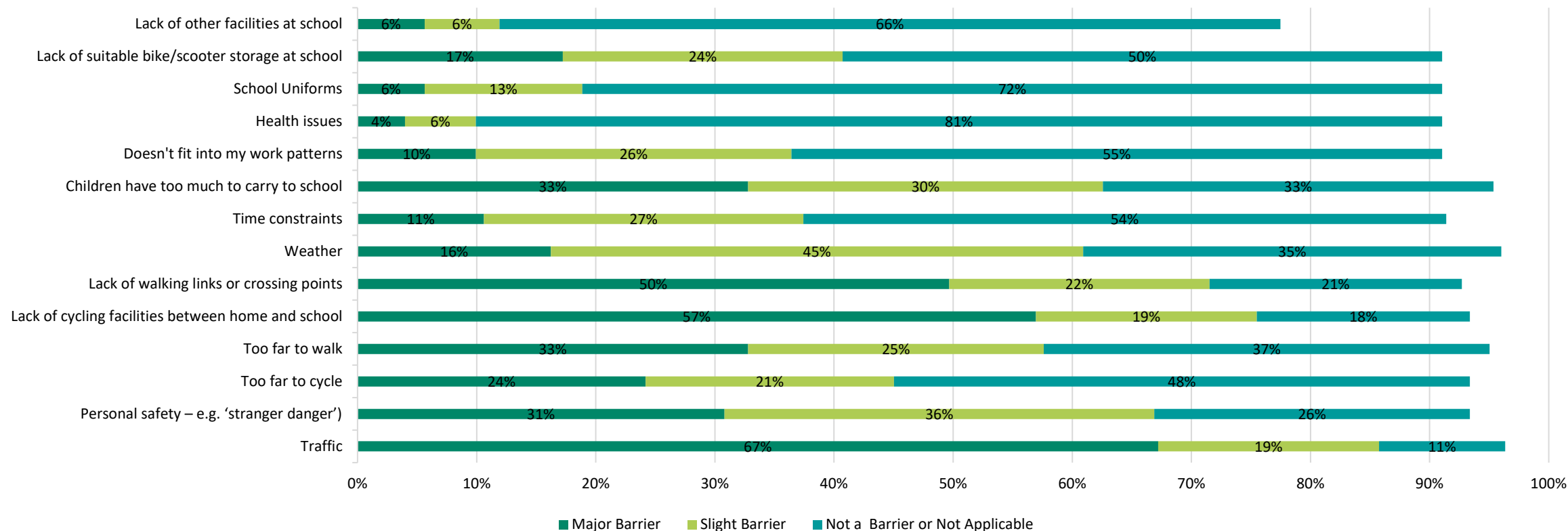
How important are the following public transport improvements to you?



# Barriers to Active Modes for School Trips in Newbridge

- Main Issues: Traffic, lack of cycling facilities, lack of walking links or crossing points.

To what extent do you see the following as barriers which currently prevent your child/ children from using active travel modes for the journey to school?



# Draft Walking Strategy

# **Walking Strategy Objectives**

The walking strategy was developed with four simple objectives which are:

1. Create an integrated walking network for Newbridge which allows for convenient, safe and efficient travel across the town as well as facilitating recreational walking.
2. Improve permeability to enhance access to homes, jobs, schools, supermarkets and public transport.
3. Improve safety for pedestrians, particularly for vulnerable road users, through the creation of new crossing points and footpaths.
4. Promote modal shift from the private car to walking, particularly for short-medium distance trips.

The following slides provide a brief overview of how the strategy was developed and the objectives were met.

---

## Walking Strategy- Link Categories

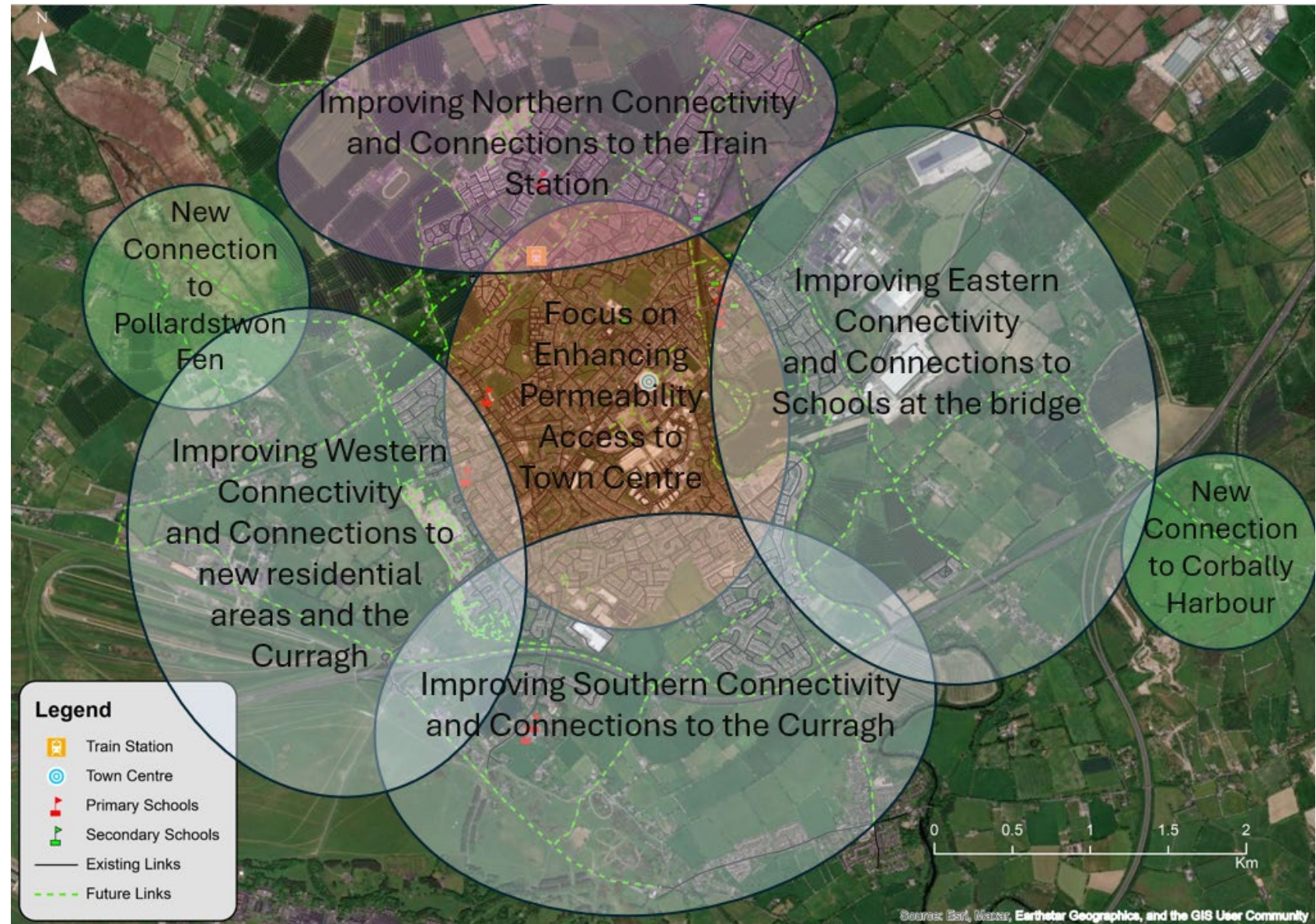
- **New greenway** : Greenways are links built to be used exclusively by cyclists, pedestrians and other non-motorised transport. They are generally traffic-free routes. With no traffic, the routes are generally safer and can be enjoyed by most members of society.
- **New path on existing road**: Proposed provision of a footpath adjacent to an existing road carriageway
- **Active modes link (proposed or planned for specific location)**: Proposed measures include short new connections and changes involving removal of barriers as well as longer sections of new path. Default assumption is that these links should also be available to cycles wherever possible (either shared surface, or through construction of adjacent separate paths depending on available space and likely demand/use)
- **Path on road option or committed road**: A road option from the road's strategy or a planned and committed new road which will include footpaths
- **New bridge**: Proposed new bridges which should be accessible for cycling as well as walking
- **New residential development area**: New residential developments in Newbridge which have internal footpaths.



# Walking / Permeability Options Development

The strategy seeks to create convenient and efficient routes between homes and key destinations within Newbridge and the surrounding area. This will be achieved by reducing walking trip distances through the implementation of permeability measures which give active modes of travel a competitive advantage over private cars.

The strategy also seeks to facilitate recreational walking through the delivery of new and improved greenway links and amenity walking links as well as through improving access to existing facilities which are attractive to recreational walkers such as Pollards Town Fen and Corbally Harbour.

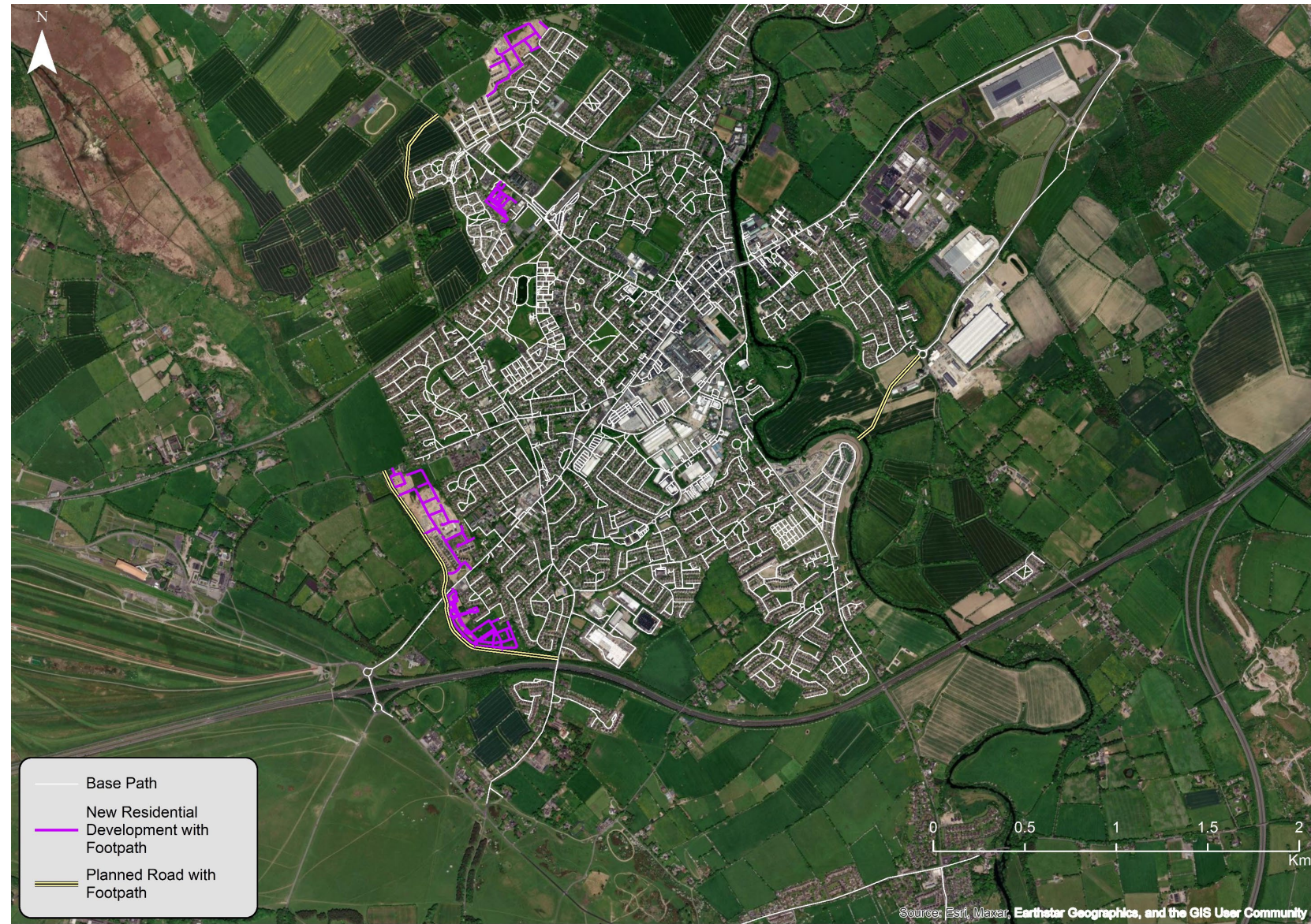




# Baseline Network Development

A baseline network of walking paths was created to inform pedestrian and permeability analysis for the Newbridge Local Transport Plan. This baseline network includes all the existing footpaths, walkways and any paved walking route accessible to the public within Newbridge.

We then add in any new residential developments granted planning permission and at the construction phase we also add committed road schemes. This provides an accurate network of existing or committed paths that can be used to assess how accessible key locations are within Newbridge.

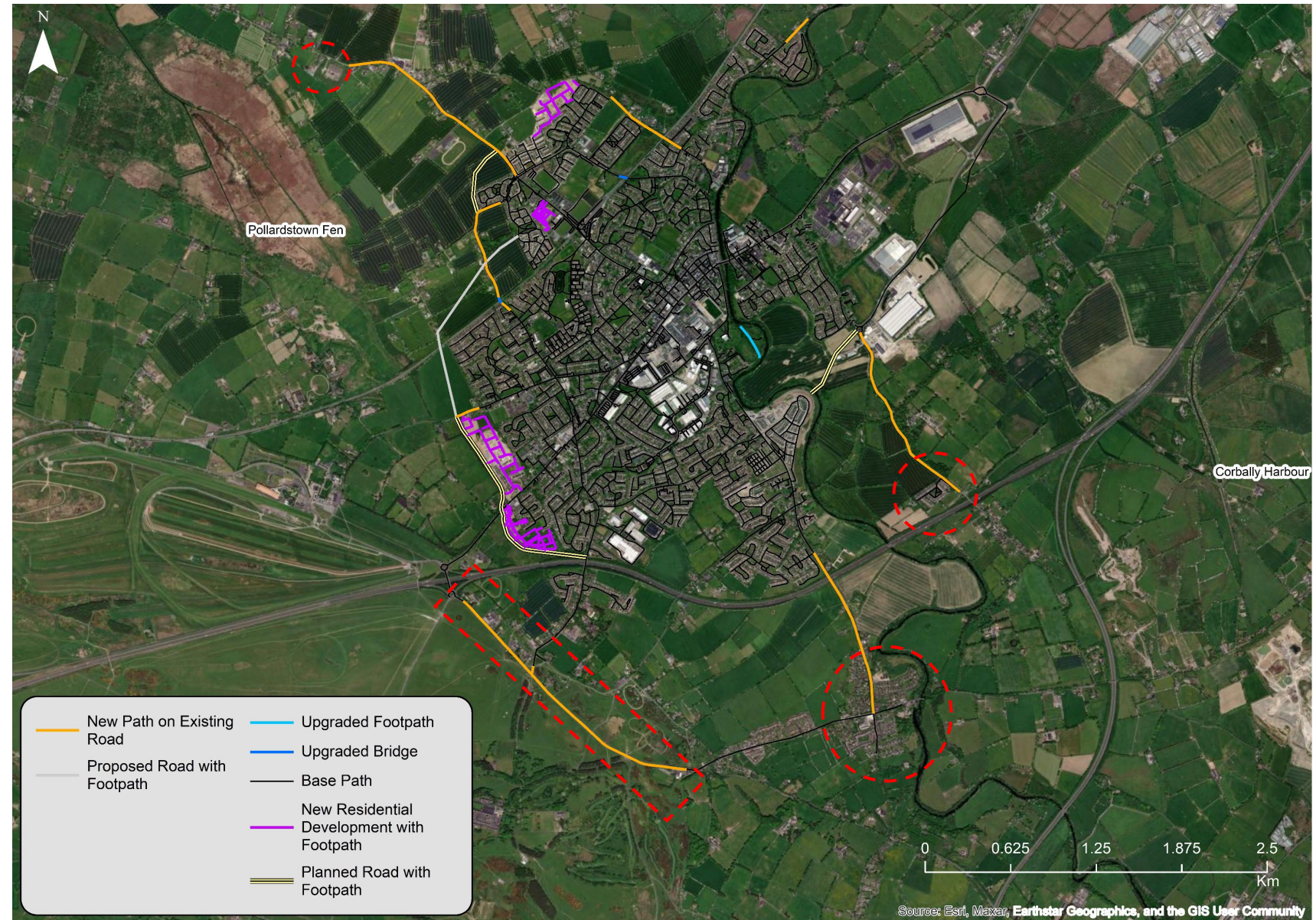




## Building a Future Walking Network – Step 1

Once an accurate base network is developed the network is then examined to determine where there may be gaps or limitations. To enhance the base network, we examine whether there are any gaps or sections of the network that require upgrading.

By extending existing exiting paths or filling in gaps in the path network we can provide new connections to Athgarvan, Old Abbey Manor, St. Anne's Special School and Hawkfield GAA Pitches.



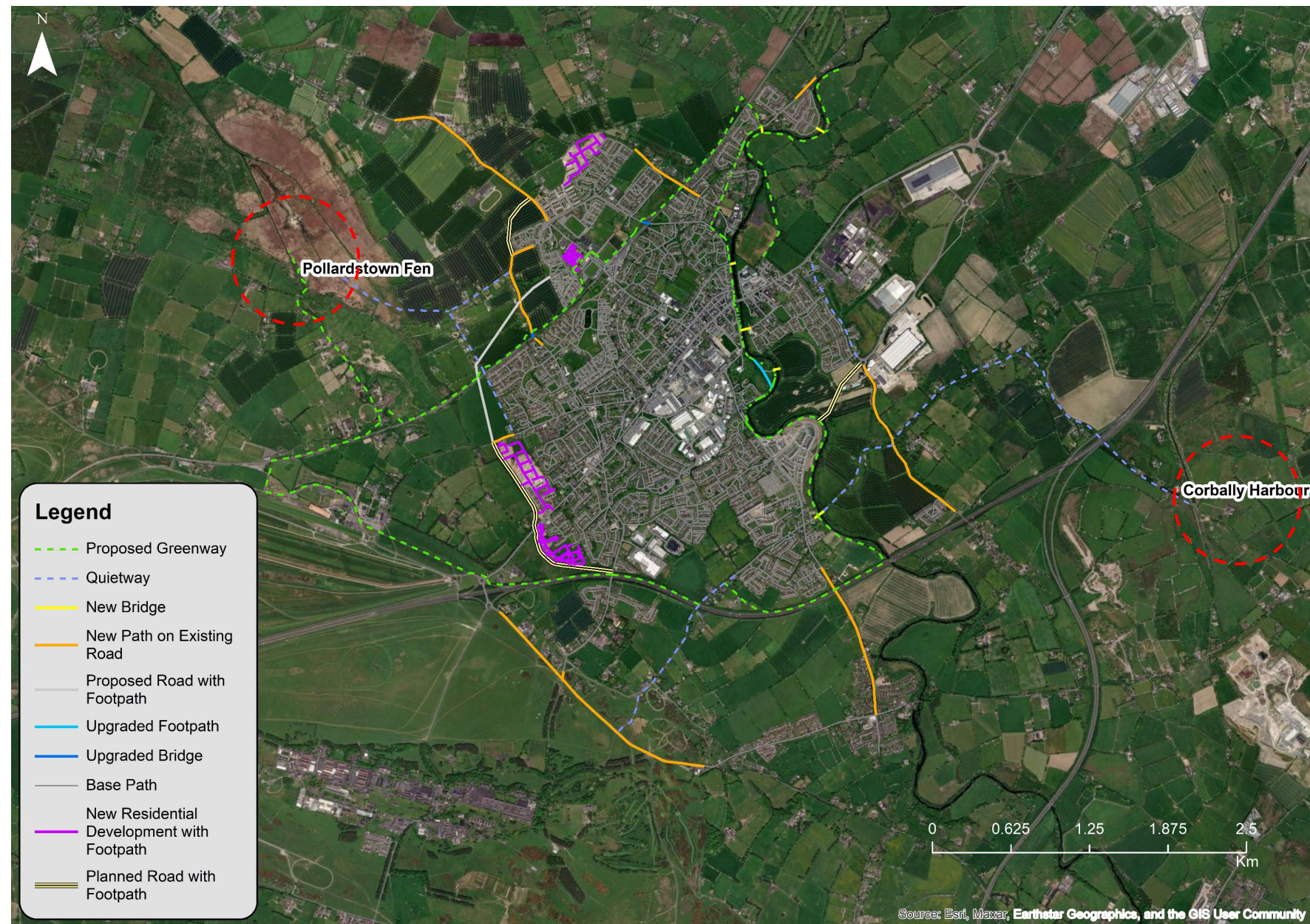


## Building a Future Walking Network – Step 2

Having addressed gaps and limitations within the existing network, we then examined how the network could be enhanced by adding new Quietway's and Greenway links.

These links provide for both leisure and commuting trips. The proposed Quietway and Greenway links will also provide additional connections to Corbally Harbour and Pollardstown Fen.

These new connections will link Newbridge via Quietway's and Greenways to both spurs of the Grand Canal creating a 50km loop walk via Newbridge and Naas. Whilst also creating an internal Newbridge Greenway loop





# Proposed Walking Network – Step 3

Having expanded and enhanced the network we then examined how we could improve the existing network by making new connections within the network.

This involves identifying key barriers to permeability such as Cul-de-sac's, natural features such as rivers and man-made features such as rail line and motorways.

These links help to make the network more walkable and provide additional connections to Schools and the Liffey Greenway



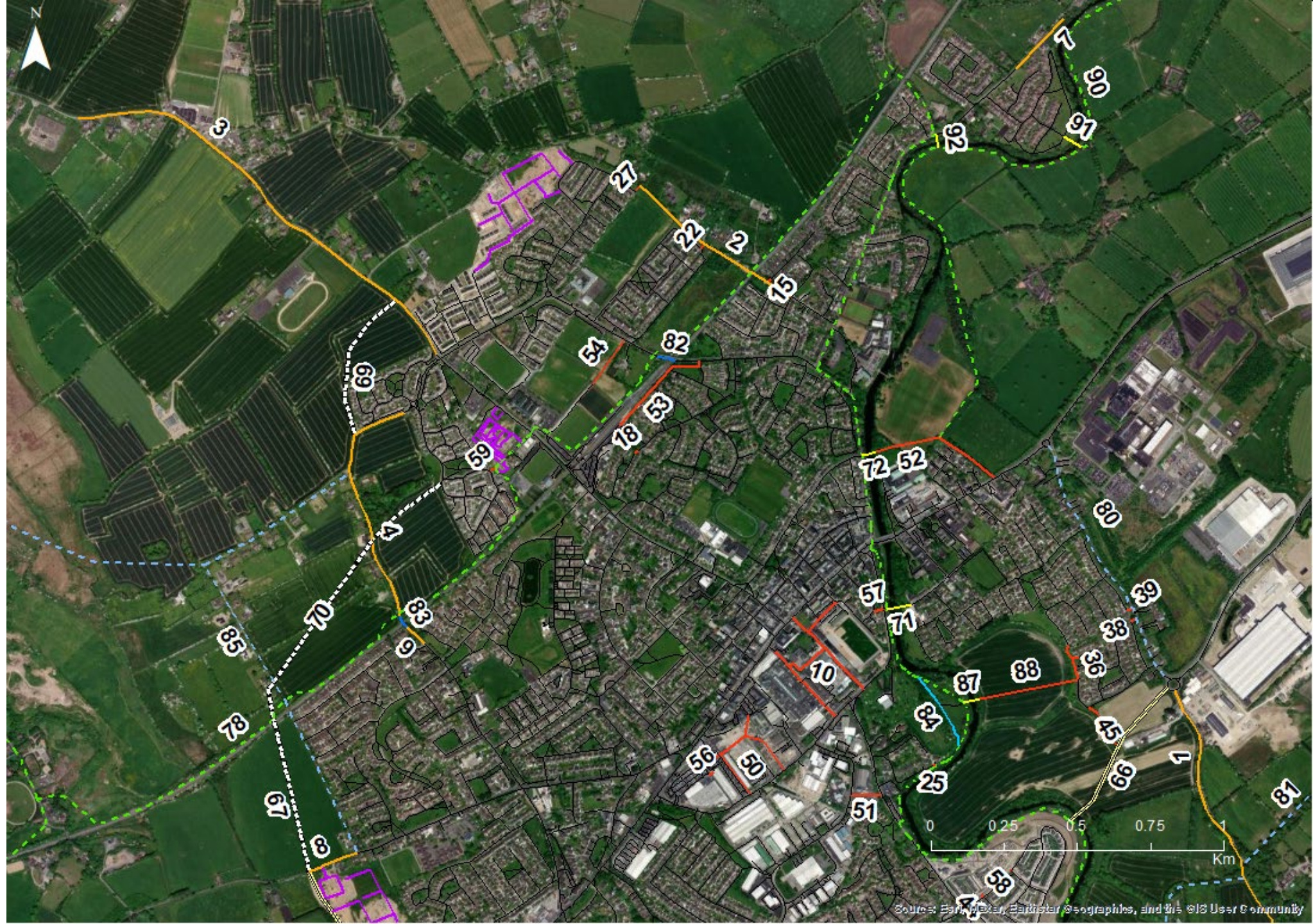


# Draft Walking / Permeability Strategy – North Detail

## Legend

### Permeability Measures

- Active Modes Link
- Proposed Greenway
- Quietway
- New Bridge
- New Path on Existing Road
- Proposed Road with Footpath
- Upgraded Footpath
- Upgraded Bridge
- Base Path
- New Residential Development with Footpath
- Planned Road with Footpath





# Draft Walking / Permeability Strategy – South Detail

## Legend

### Permeability Measures

- Active Modes Link
- Proposed Greenway
- Quietway
- New Bridge
- New Path on Existing Road
- Proposed Road with Footpath
- Upgraded Footpath
- Upgraded Bridge
- Base Path
- New Residential Development with Footpath
- Planned Road with Footpath

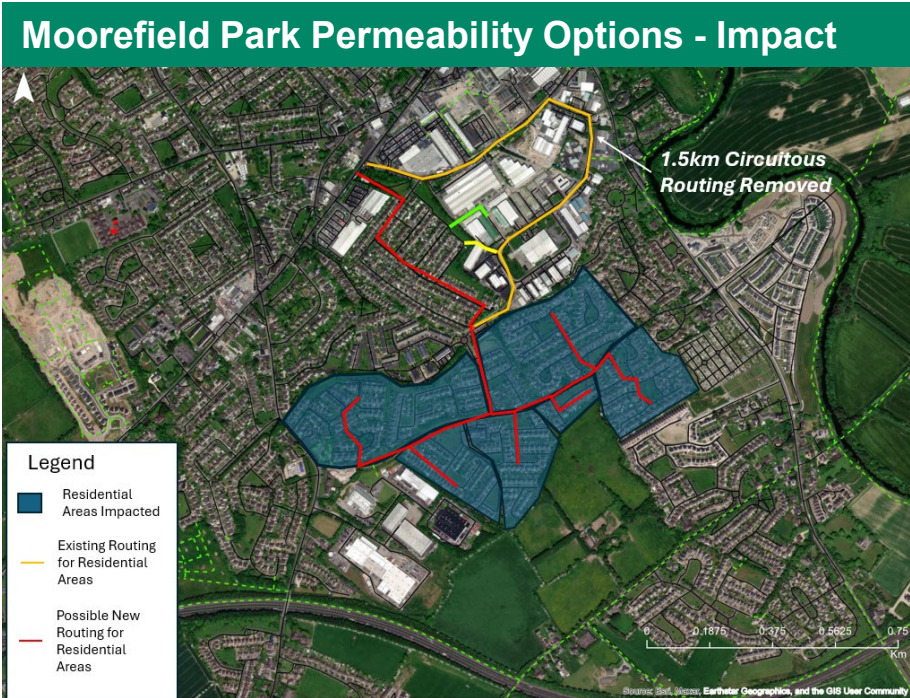


Sources: Esri, Maxar, Earthstar Geographics, and the GIS User Community



# Moorefield Park Permeability Options

- Three permeability options have been developed to provide a path through Moorefield park for those travelling from the south of Newbridge to the north and town centre areas.
- Only one of these options will be chosen for the final Local Transport Plan and this will be based on the feedback of the public through this consultation process.
- A permeability link in this location has the potential to cut journey distances by over half a kilometre, which would reduce the duration of a walking trip to Newbridge Town Centre by over 7 minutes.
- The options are labelled 49-A to C and shown on the accompanying map.







Kildare County Council  
Comhairle Contae Chill Dara

**AECOM**

# Draft Cycle Strategy

# Cycling Strategy Objectives

The cycling strategy was developed with four simple objectives which are:

1. Provide an integrated, inclusive cycle network for Newbridge in accordance with the National Transport Authority's Cycle Network Plan for the Greater Dublin Area
2. Improve safety for cyclists in Newbridge
3. Improve cycling connections between homes and key trip attractors such as the town centre, train station, supermarkets and schools
4. Enhance inter-urban cycling links between Newbridge and nearby settlements or employment locations
5. Promote modal shift from the private car to cycling, particularly for short-medium distance trips

The following slides provide a brief overview of how the strategy was developed and the objectives were met.

---

# Cycling Strategy – Link Categories

## Primary Radial, Orbital and Secondary Links

- Primary and Secondary links will generally be adjacent to the existing road carriageway or only slightly removed, with good visibility from the road and should provide some physical protection from vehicular traffic in so far as possible.
- Strategy measures in this category include:
  - existing roads which do not currently have cycle infrastructure where cycle tracks are proposed;
  - roads where upgrade or redesign of existing cycle tracks is proposed; and
  - road options from the roads strategy which will include cycle tracks if delivered.

## Inter-urban cycle route

- It is proposed that inter-urban cycle routes should be delivered to Kildare Town, Naas and Milltown.
- On these routes some dedicated space / protection from traffic is required for cyclists but the exact route and type of infrastructure will need to be determined by a future study and design may vary on different sections.

## Feeder and Quietway's

- Shared streets are streets where traffic volumes and/or speeds should be kept reasonably low and cyclists will cycle on the carriageway. The map shows existing streets where it is proposed that some measures are required to improve the street for cycling.

---

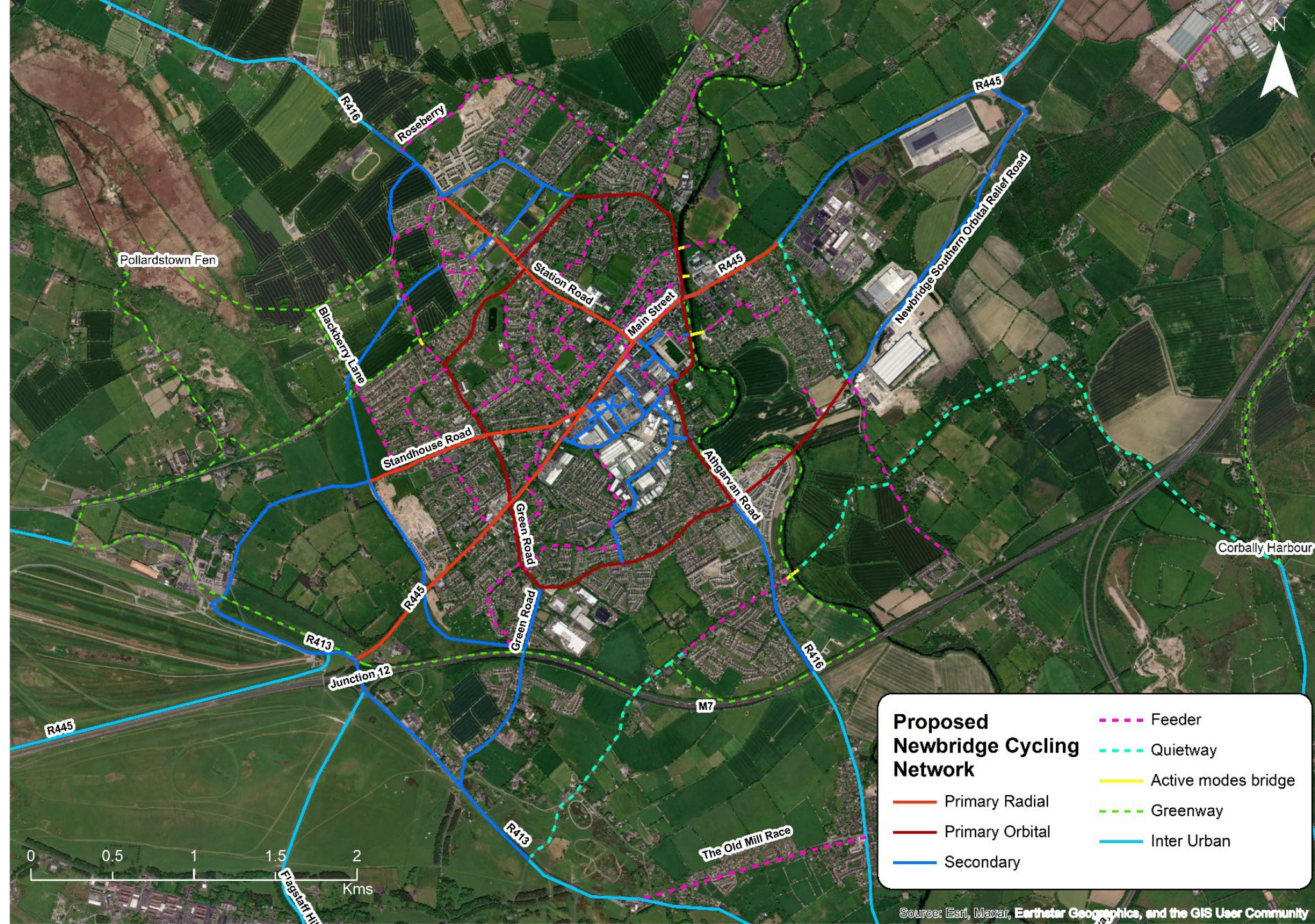
# Cycling Strategy – Link Categories (continued)

## Relevant links from permeability options

- Measures in the following link categories on the Cycling Strategy maps are also included on the Walking Strategy maps:
  - Greenway
  - Active modes bridge
- These link types are described on the ‘Walking Strategy- Link Categories’ page in the previous section



# Draft Cycling Strategy - Overview





# Draft Cycling Strategy – South Detail





# Draft Cycling Strategy

## – North Detail



# Draft Public Transport Strategy



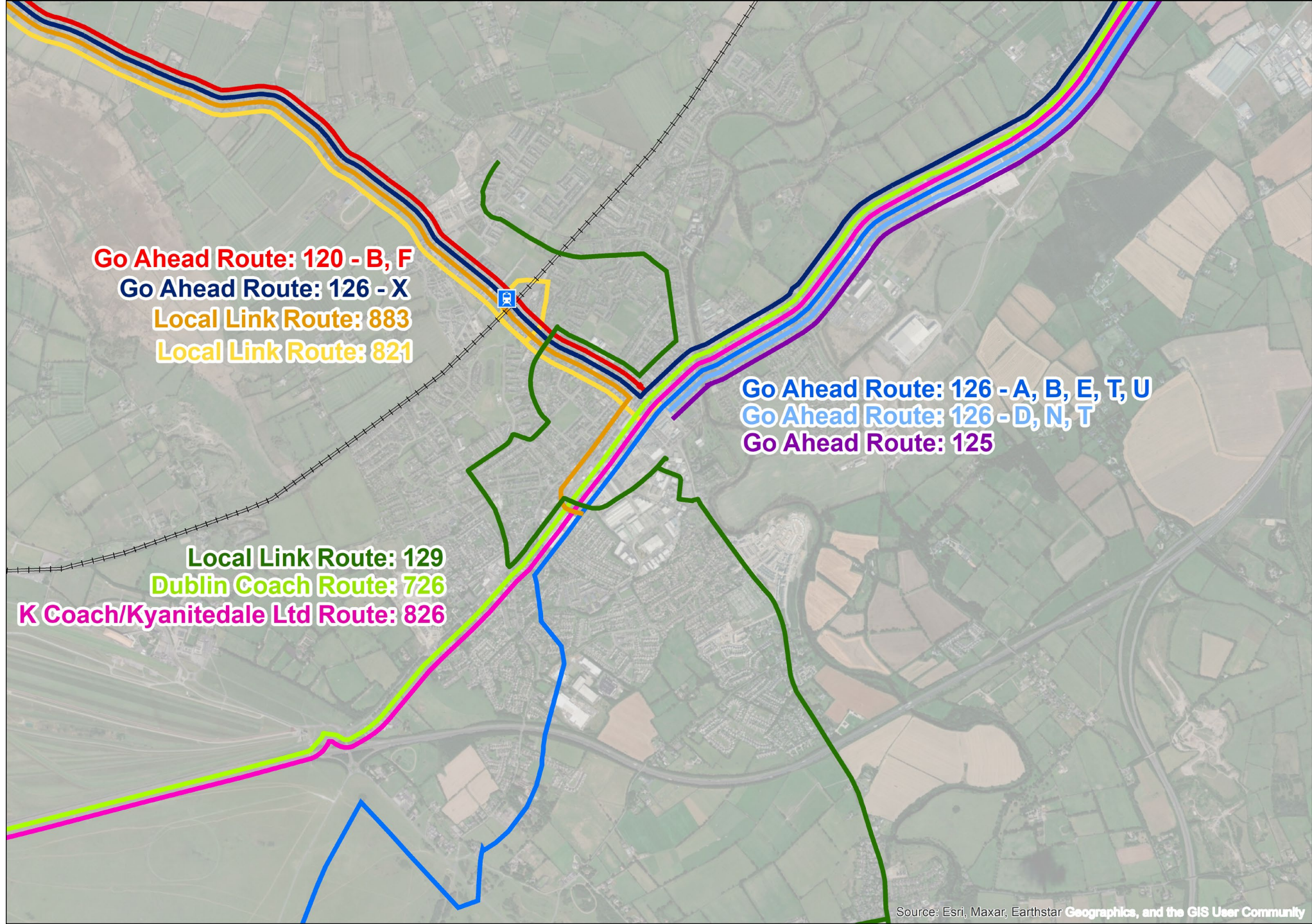
# Public Transport Strategy Objectives

The public transport strategy was developed with four simple objectives which are:

1. Improve access from residential, employment, education, healthcare and retail facilities to public transport stops, particularly those with higher frequencies
2. Improve the coverage, frequency and capacity of bus and rail services
3. Provide bus priority infrastructure where it is necessary to improve journey times and reliability
4. Improve public transport stops/stations in respect to location, information, accessibility, infrastructure and visibility
5. Improve interchange experience for passengers changing between different modes of public transport or routes
6. Promote modal shift from the private car to bus or rail, particularly for medium/long distance trips

The following slides provide a brief overview of how the strategy was developed and the objective were met.

# Existing Public Transport Services in Newbridge



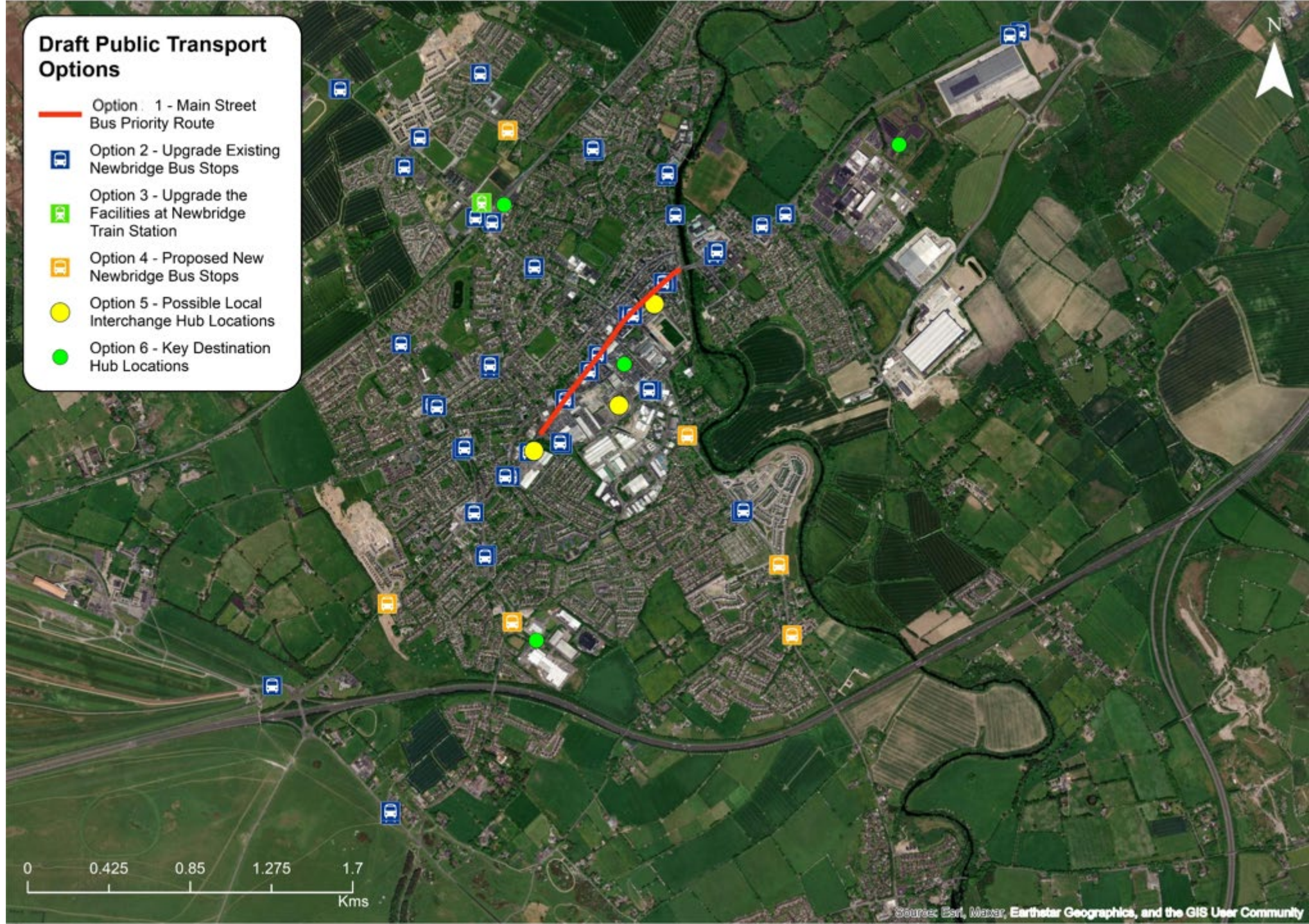


# Public Transport Strategy – Proposed Options

Option No.	Description	Shown on Strategy Map?
PT Option 1	Provide for a bus priority route on Main Street.	Yes
PT Option 2	Work with the key Stakeholders to upgrade of key bus stops within Newbridge.	Yes
PT Option 3	Work with the key Stakeholders to upgrade the facilities at Newbridge Train Station.	Yes
PT Option 4	Work with the key Stakeholders to install new bus stops within Newbridge.	Yes
PT Option 5	Work with the key Stakeholders to provide a Local Interchange hub within Newbridge to provide for better transfer between public transport services and other modes.	Yes
PT Option 6	Work with the key Stakeholders to provide a Series of Key Interchange Hubs within Newbridge at the following locations: <ul style="list-style-type: none"><li>– Train Station</li><li>– Whitewater Centre</li><li>– Newbridge Business Park</li><li>– Little Connell Industrial Estate</li></ul>	Yes
PT Option 7	Work with the key Stakeholders to Achieve Leap Card Integration at Newbridge Train Station.	No
PT Option 8	Work with the key Stakeholders in the implementation of the new Dublin Commuter Zone and National Fares strategy to ensure cheaper fares for Newbridge Commuters.	No
PT Option 9	Work with the key Stakeholders to establish a new public transport connections to key destinations for commuter to and from Newbridge, building on the work of Connection Ireland.	No
PT Option 10	Work with the key Stakeholders to explore the feasibility of implementing a Newbridge town bus service.	No
PT Option 11	Work with the key Stakeholders to improve the frequency on key bus services serving Newbridge.	No



# Map showing Draft Public Transport Options





# PT Option 1 - Main Street Bus Priority Route

The installation of a bus priority route along main street is designed to work in tandem with the town centre roads and parking options.

The opportunity afforded by relocating parking from main street will allow for some road space reallocation to bus priority. The town centre roads proposals to reduce traffic on main street will also help.

The Aim of this measure is to ensure quicker and more reliable bus journey times through Newbridge.

## Proposed Town Centre Options

### Road Options

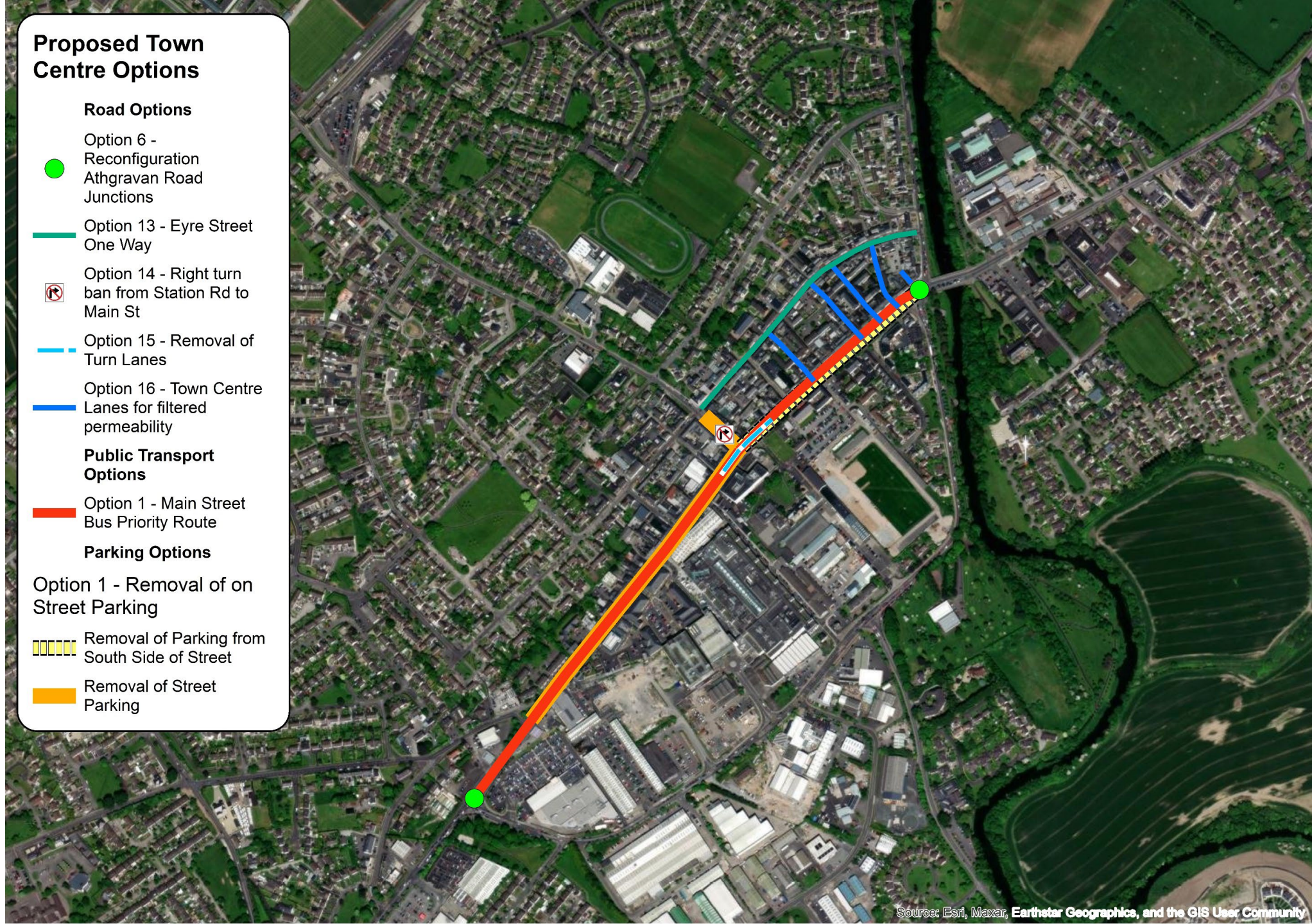
- Option 6 - Reconfiguration Athgravan Road Junctions
- Option 13 - Eyre Street One Way
- Ⓡ Option 14 - Right turn ban from Station Rd to Main St
- - Option 15 - Removal of Turn Lanes
- Option 16 - Town Centre Lanes for filtered permeability

### Public Transport Options

- Option 1 - Main Street Bus Priority Route

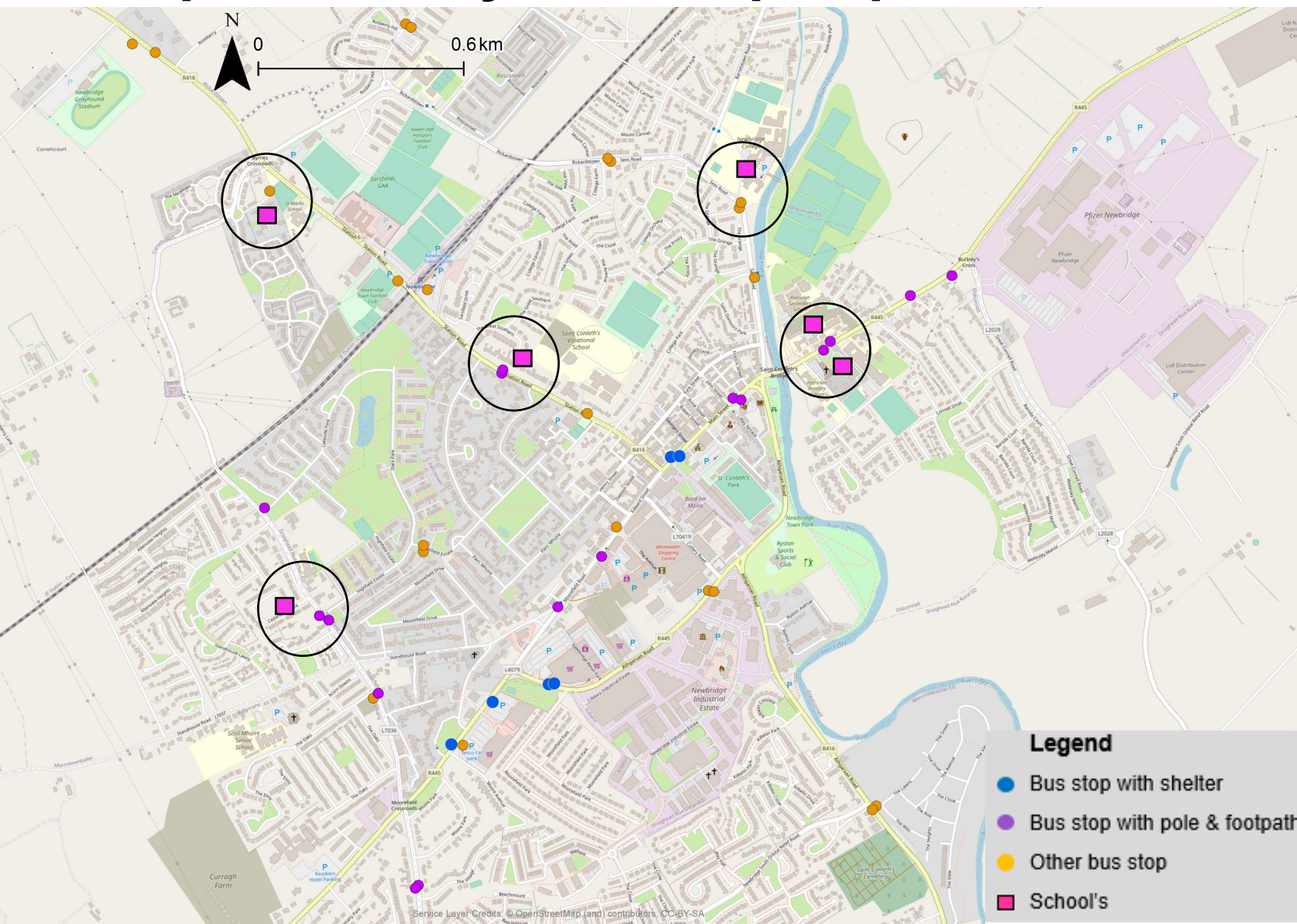
### Parking Options

- Option 1 - Removal of on Street Parking
- ▤ Removal of Parking from South Side of Street
- Removal of Street Parking





# PT Option 2: Key Bus Stop Improvements



There is a lack of bus stop shelters near schools. Providing bus stop shelters will allow school children and parents to wait for buses in all types of weather.

---

## PT Option 5: Work with the key Stakeholders to provide a Local Interchange hub within Newbridge to provide for better transfer between public transport services and other modes.

Mobility hubs are defined by the International Association of Public Transport (UITP) as 'a focus point in the transport network that seamlessly integrates different modes, especially public transport, shared and active mobility'.

The installation of a mobility hub in Newbridge may afford the opportunity to consolidate some of the town centre bus stops into the Mobility hub.

### Possible Local Interchange hub / mobility hub Components

- Bus interchange
- Shared e-bikes & cargo bikes
- Bike parking and lockers
- Bike pump
- Car sharing
- EV charging points
- Resting area/ Toilets/ Travel information



Source: Mobility Hubs Guidance, CoMoUK, 2019



Kildare County Council  
Comhairle Contae Chill Dara

**AECOM**

# Draft Roads Strategy



---

## Road Strategy Objectives

The roads strategy was developed with four simple objectives which are:

1. Reduce car dependency by promoting mode transfer to walking, cycling and public transport.
2. Reduce unnecessary vehicular trips through Newbridge town centre.
3. Improve road safety and eliminate collision hot spots.
4. Identify the transport corridors required to support the movement of people and goods to enable the growth of Newbridge.

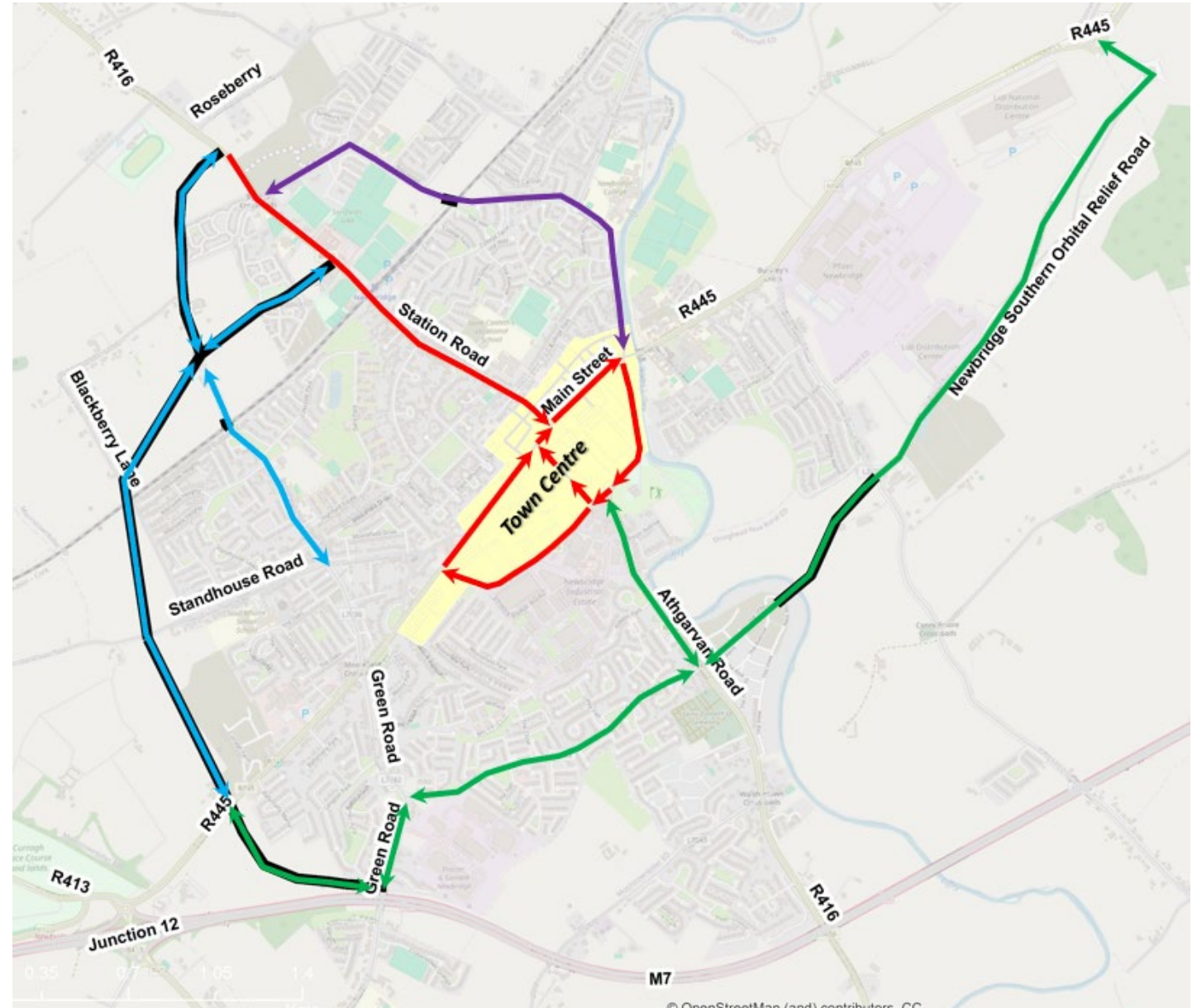
The following slides provide a brief overview of how the strategy was developed and the objective were met.

# Road's strategy Concept

The roads strategy will maintain car access to all parts of Newbridge however the NABTA seeks to make it easier and quicker to make a large number of internal trips by active modes.

The central aim of the road's strategy is to remove unnecessary through traffic from Newbridge town centre, this is in response to the findings of Phase1 Public Consultation.

The strategy also aims to improve the efficiency of buses, allow for the reallocation of space to sustainable modes and improvements to the public realm. This concept is explained visually on the map.





# Committed Future Roads

Committed Measure No.	Name	Shown on Strategy Map?
1	New connections between Ballymany Road to Standhouse Road.	Yes
2A	New connections between Ballymany Rd to Green Road (will not connect to Green Road this connection is delivered under 2B)	Yes
3	Second Bridge across the River Liffey via Belin Woods	Yes



# Committed Future Roads

## Committed Future Roads

- Measure 1
- Measure 2A
- Measure 3





# Draft Roads Options

Option No.	Name	Shown on Strategy Map?
Road Option 2B	New road connection between Ballymany Rd to Green Road – connection to Green Road. (combines with committed measure 2A to make the connection to Green Road).	Yes
Road Option 4	New road connection from Morristown (L7036) to the R416 Milltown Road.	Yes
Road Option 5	New road connection from Morristown (L7036) to the R416 Station Road at the entrance to the Department of Defence, through Morristown Crescent, utilising the existing section of street already constructed.	Yes
Road Option 6	Reconfiguration of two key town Centre Junctions at:  1. Junction of St. Conleth's Bridge / Athgravan Road / Main Street / Canning Place  2. Junction of Moorfield Road / Athgravan Road / Edward Street	Yes
Road Option 7	30 kilometres per hour speed limit in the centre of Newbridge.	No - policy
Road Option 8	Junction upgrades within Newbridge to ensure junctions are better designed for active modes users. This measure includes the following junction locations along the following roads:  1. along Athgarvan Road (R416), 2. Ballymany Road, Moorfield, 3. Edward Street, 4. Main Street and Naas Road (R445) and 5. Station Road (R416).	Yes
Road Option 9	New road connection from Standhouse Road to The Meadows Road.	Yes

# Draft Roads Options

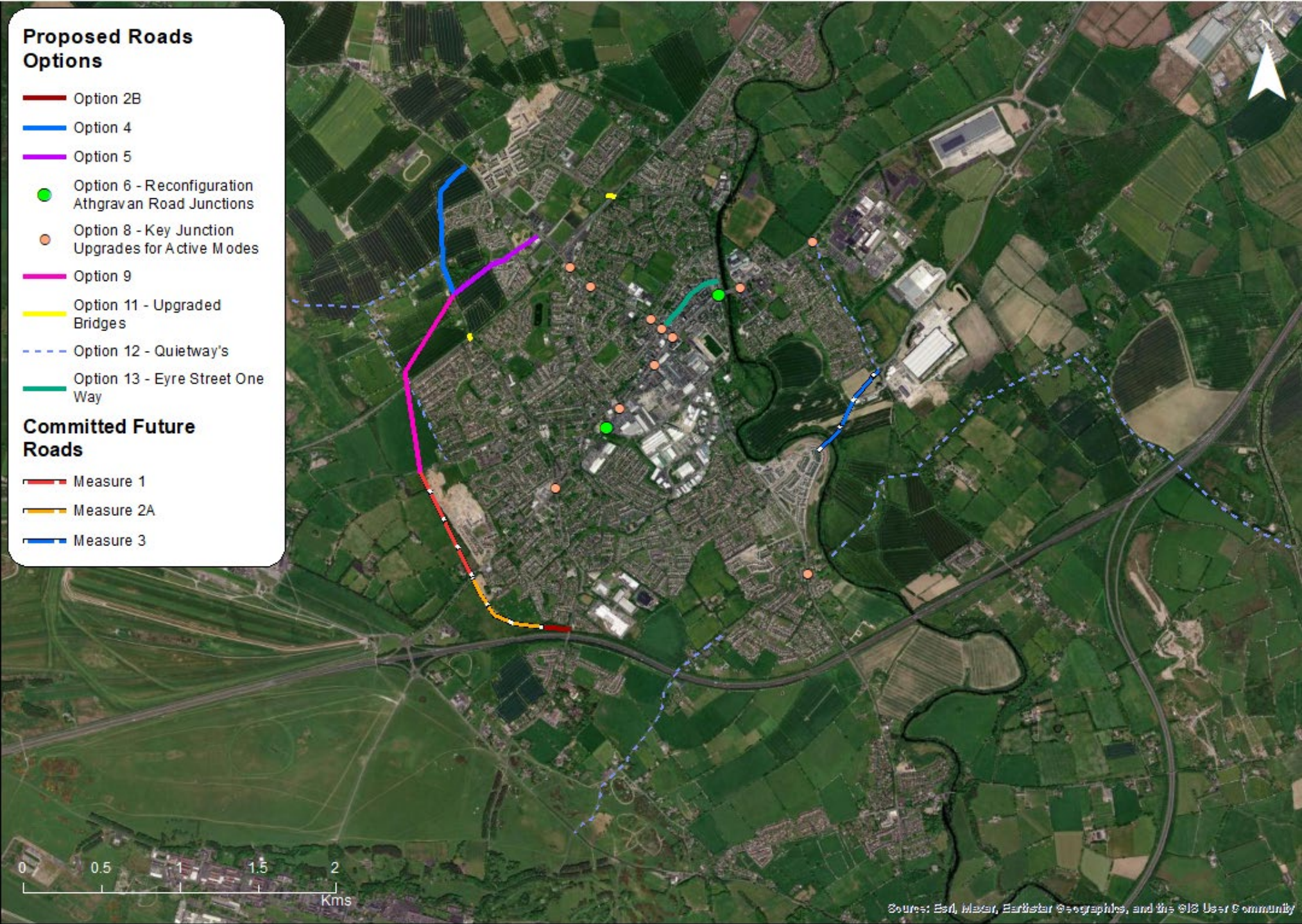
Option No.	Name	Shown on Strategy Map?
Road Option 10	Work with key stakeholders to provide upgrade works to the M7 Junction 12 to better provide for active modes, which should include improved pedestrian crossings on all arms of the junction.	Yes
Road Option 11	The upgrade of Rickardstown and Morristown Road bridges to better provide for general traffic, walking and cycling.	Yes
Road Option 12	Installation of Quietways on Walshestown Road, Great Connell North and South and Blackberry Lane. This will be achieved with the installation of filtered permeability, which is where types of traffic are restricted or ‘filtered’ by bollards, planters, trees, or using camera enforcement, or other traffic calming measures. The purpose of this option is to ensure that these routes become less attractive for rat-running, helping to make these streets less busy with cars and in turn safer and more attractive for trips by walking and cycling.	Yes
Road Option 13	Making Eyre Street one-way in the Westbound direction allowing traffic flow from Canning Place to Station Road.	Yes
Road Option 14	<p>A ban on right turning traffic from Main Street to Station Road.</p> <p>This option is dependent on the following options being in place:</p> <ul style="list-style-type: none"><li>– Option 2B -New road connection between Ballymany Rd to Green Road</li><li>– Option 4 - New road connection from Morristown (L7036) to the R416 Milltown Road.</li><li>– Option 5 - New road connection from Morristown (L7036) to the R416 Station Road</li><li>– Option 9 - New road connection from Standhouse Road to The Meadows Road</li></ul>	Yes

# Draft Roads Options

Option No.	Name	Shown on Strategy Map?
Road Option 15	Removal of turning lanes from Main Street at the junction of Main Street and Station Road. This would involve the removal of the right turning lane on both sides of the junction and combining these turning lanes into the main lane merging turning traffic to Station Road with traffic continuing along Main Street.	Yes
Road Option 16	<p>Closure of Lanes linking Main Street and Eyre Street. This option is linked with Option 15 Making Eyre Street one-way, Westbound, and seeks to eliminate rat running between Main Street and Eyre Street as a result of the one-way system and also improve pedestrian safety along Main Street. Using Filtered permeability, the lanes would still allow for local access while maintaining the connection for people walking and cycling. This measure covers the following lanes:</p> <ol style="list-style-type: none"><li>Robert Street</li><li>Annes Street</li><li>Thomas Street</li><li>Francis Street</li><li>Closure of car park access at The Liffey Arms and Main Street</li></ol>	Yes



# Draft Roads Strategy





# Draft Town Centre Roads Strategy

The Draft Town Centre roads Options are:

- Reconfiguration of Key junctions
- Eyre Street one way in the westbound direction
- Right turn ban from Station road to Main Street
- Removal of Turning Lanes at station road junction
- Town centre lanes closed using filtered permeability



# Draft Parking Strategy



---

# Parking Strategy Objectives

The parking strategy was developed with four simple objectives which are:

1. Manage the provision of car parking to support and improve the economic vitality of the town centre.
2. To ensure car parking provision encourages sustainable commuter travel, especially for journeys into Dublin City Centre and supports access by public transport, cycling and walking.
3. To reduce on-street parking, where appropriate, in the town centre to facilitate public realm and walking/cycling/public transport infrastructure improvements.
4. Improve the quality of parking information with new parking signage and technology.
5. Introduce parking demand management measures to reduce car dependency and enhance the attractiveness of sustainable travel.

The following slides provide a brief overview of how the strategy was developed and the objective were met.

# Draft Parking Strategy

Option	Description	Shown on Strategy Map?
Parking Option 1	Relocation of parking spaces from Edward Street, Charlotte Street (southern part of Station Road) and the south side of Main Street, while maintaining street parking on the north side of Main Street. This is to better facilitate movement of public transport through Newbridge. These spaces will be accommodated in existing town centre car parks to ensure accessibility of Newbridge Town Centre by car. Blue badge parking spaces will also be maintained to ensure accessibility for all users.	Yes
Parking Option 2	<p>Enforce County Development Plan (CDP) parking provisions at all new development sites within Newbridge. Reducing parking provision is a key part of demand management to reduce car trips and encourage the use of sustainable travel. The number of parking spaces provided at new developments is controlled by planning conditions during the planning permission stage.</p> <p>This option proposes that the CDP levels are the maximum parking levels allowed in Newbridge going forward. These standards are:</p> <ul style="list-style-type: none"><li>For houses -1 space for each unit up to and including 3 bed units and 1 space +0.5 visitor spaces for units of 4 units or greater.</li><li>For apartments – 1.5 spaces per unit + 1 visitor space per 4 apartments.</li></ul>	Yes
Parking Option 3	Work with key stakeholders to expand the capacity at Newbridge train station car park.	Yes
Parking Option 4	The introduction of a park and stride facility for all schools located along the Naas Road utilising the Newbridge Town Hall public car park.	Yes
Parking Option 5	Introduce mobility management plans for major employers within Newbridge. This option would apply to large employers with more than 100 employees, major trip attractors and large schools. Furthermore, the implementation and monitoring of mobility management plans at large new developments will be required.	No – Policy
Parking Option 6	Installation of variable message (VMS) parking signs on key approach roads to ensure location of parking within Newbridge is legible and eliminate traffic circulating looking for parking within the town.	Yes

# Draft Parking Strategy

Option	Description	Shown on Strategy Map?
Parking Option 7	Increase parking enforcement to eliminate illegal parking in road space designated for sustainable travel modes.	No – Policy
Parking Option 8	Implement smart parking measures and provide a town parking app. Smart parking measures, such as Automated Number Plate Recognition (ANPR) technology or a bay monitoring system, reduce time spent by motorists looking for a parking space and provides useful data on car park usage. This data helps determine parking trends and the analysis of capacity requirements in the future.	No – Technology
Parking Option 9	Provide hidden disability/age friendly designated parking spaces. Hidden disability spaces, also known as sunflower spaces, are used by people who have a disability but do not necessarily qualify for a blue badge. Age friendly spaces are for older people who do not qualify for a blue badge. These spaces are located away from the road, near to the pay machine (if relevant) and near to the destination of the parking. Such spaces have already been introduced in Waterford and Blessington by local authorities.	No – Policy



# Draft Parking Strategy

**Draft Parking Options**

Option 1 - Removal of on Street Parking

----- Removal of Parking from South Side of Street

— Removal of Street Parking

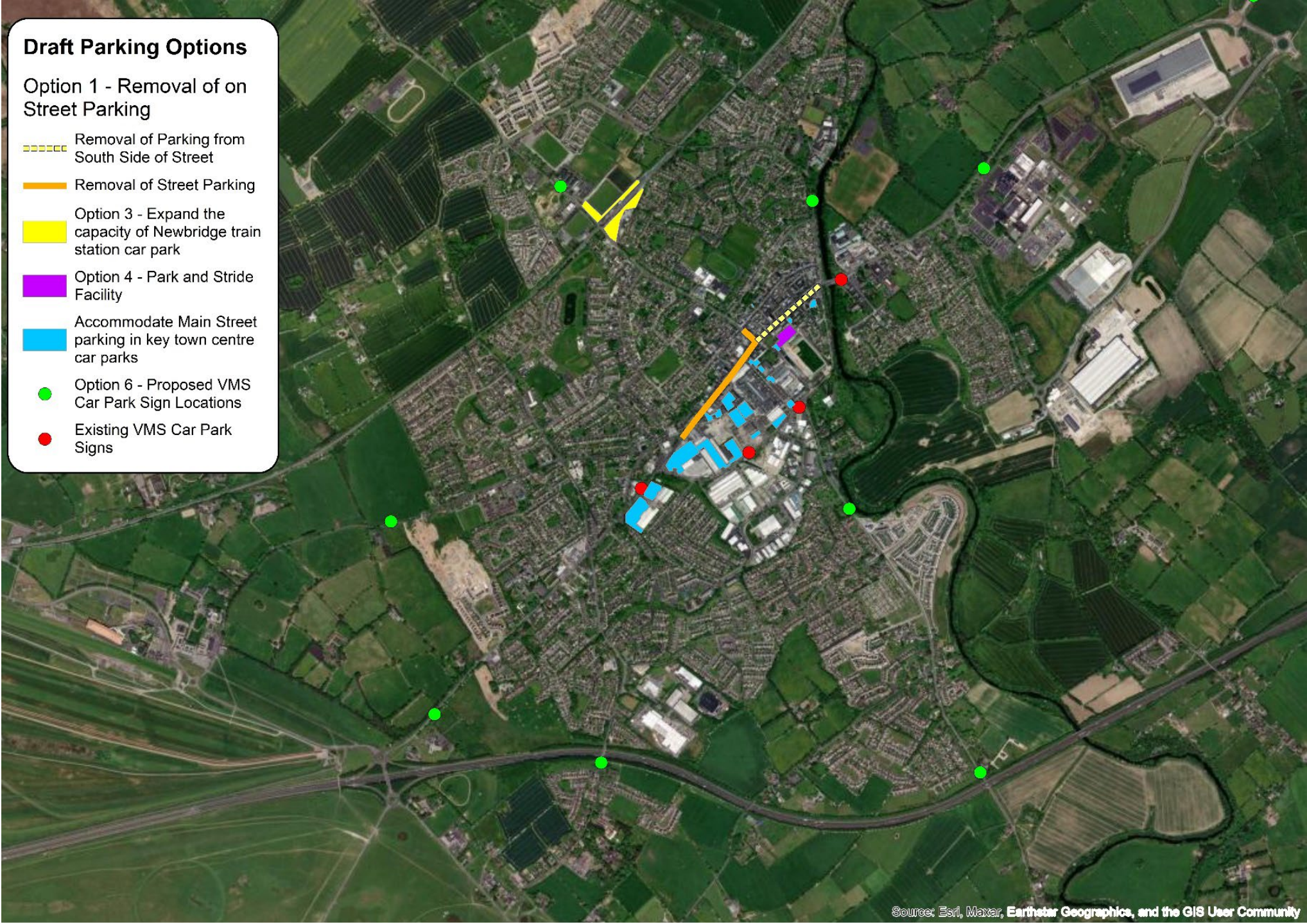
Option 3 - Expand the capacity of Newbridge train station car park

Option 4 - Park and Stride Facility

Accommodate Main Street parking in key town centre car parks

Option 6 - Proposed VMS Car Park Sign Locations

Existing VMS Car Park Signs







Kildare County Council  
Comhairle Contae Chill Dara

**AECOM**

# Next Steps in Newbridge Local Transport Plan Process





# Next Steps in Newbridge Local Transport Plan Process

1. Phase 2 Public Consultation targeted for 15<sup>th</sup> July – 15<sup>th</sup> September, including meetings with schools and state agencies as required.
2. Consider feedback from public consultation and workshops to identify changes to draft plan.
3. Finalise local transport plan and publish during 2024.
4. The local transport plan will be incorporated into the LAP transport strategy.

## Newbridge Local Transport Plan

### Phase 2 Public Consultation



The draft strategy measures are designed to resolve existing issues in the transport network and to support safe, efficient travel by all modes in the future. Access to key destinations such as schools, workplaces, supermarkets and the train station has been enhanced with a particular focus on walking, cycling and public transport. The strategy presents a comprehensive vision for transport in Newbridge which will support the local economy and future sustainable development.

**Phase 1 public consultation survey took place during August and September 2022**

- An online survey gathered public views on transport issues with over 700 responses
- Extensive number of stakeholders were contacted to take part in the consultation, including schools and state agencies
- A briefing took place with Kildare-Newbridge Municipal District Councillors

Comments will be welcomed from the public with respect to the specific measures contained in the Draft Strategy

Responses to the survey will be collected between **Monday 18th July, 2024 to Sunday 15th September, 2024**



Submissions or observations can be made via the consultation portal or in writing to the **Senior Executive Officer, Roads, Transportation and Public Safety Department, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F**

Kildare County Council now wishes to invite feedback from members of the public on the specific measures contained in the draft Newbridge Transport Strategy

A link to the draft Newbridge Local Transport Plan summary document will be provided on the opening page of the survey

A survey will be opened on **Monday 18th July, 2024** on the Kildare County Council's Public Consultation Portal at <http://can.sult.kildareco.ie/en/surveys>

Scan QR code below and click on the survey for the Draft Newbridge Local Transport Plan to share your thoughts



---

## Note on the Delivery of Measures in Draft Strategy

- The delivery of all measures proposed in the draft local transport plan will be subject to funding from the Department of Transport, NTA and the Local Authority as well as going through the appropriate appraisal, design and planning process prior to implementation
- The final local transport plan will provide a phasing for each measure in respect to whether they are short term (e.g. 1-2 years), medium term (e.g. 3-5 years) or long term (e.g. 6+years)
- This phasing will provide an indication of the best sequencing of measures from a transport perspective (e.g. providing alternative roads before implementing bus priority measures) but the timeline should be viewed as indicative and subject to delays from the appraisal, planning and design processes and subject to funding



# Thank you for your participation

**AECOM** Delivering a  
better world



Kildare County Council  
Comhairle Contae Chill Dara