

CHAPTER 7

Movement and Transport



Movement and Transport

Aim: To promote ease of movement within and access to Naas, by integrating sustainable land use planning with a high quality, integrated transport system; to support improvements to the road, rail and public transport network together with cycleway and pedestrian facilities and to provide for new and improved transport facilities within Naas in a manner which is consistent with proper planning and sustainable development.

7.1 BACKGROUND

Integrated land use and transportation has a key role to play in delivering social, economic and environmental sustainability. The Council is committed to focusing on the need to underpin the planning process with an integrated approach to sustainable transport. The main transportation corridors linking the Greater Dublin Area (GDA) to Cork and Waterford pass around Naas via the M7/N7 and M9/N9. Since the opening of the M7/ M9 motorway schemes, Naas has experienced significant expansion of the town, both in population and spatial terms. The urbanised area of Naas now stretches approximately 2.5km from west to east, and over 4km from north to south.

Sallins Railway Station, which serves Naas, provides a high quality commuter service to and from Dublin. Naas is also served by a number of coach and bus services run by Bus Éireann and private operators, including an internal local bus service.

Census figures from 2006 show that 15% of households in Naas do not own a car, a further 36% have 1 car, with 40% having 2 cars and 8% of households have 3 cars. These figures indicate the high level of car ownership in the town which may be indicative of the commuting patterns in Naas. Of the households without a car, the figures highlight that there is likely to remain a significant reliance on public transport.

There have been considerable traffic management improvements in Naas in recent years including:

- The construction of the South Ring Road;
- The construction of a Ring Road through the Northwest Quadrant area of Naas serving Millennium Park and linking the Sallins Road with the Newbridge Road;
- Installation of traffic lights at two junctions on Dublin Road;
- Significant upgrading of the footpaths and public realm along Main Street.

7.2 NATIONAL AND REGIONAL CONTEXT

A number of national and regional policy documents are of relevance to the future policy approach regarding integrated movement and transport in Naas.

7.2.1 National Development Plan (2007-2013) and Transport 21 (2006-2016)

The National Development Plan 2007-2013 (NDP) and Transport 21 indicate future funding for infrastructural improvement works. Key projects affecting Naas include:

- The development of the Kildare Route Project (including four-tracking between Heuston and Hazelhatch).
- Construction of additional park and ride facilities.
- Mainstreaming of accessibility across all modes of public transport.
- Enhanced cycling and walking facilities.

7.2.2 DTO – A Platform for Change 2000-2016

The DTO's transport strategy "*A Platform for Change 2000-2016*" seeks the development of an efficient and high quality system of public transport connections within the GDA. Work has commenced on developing a new Transport Strategy for the GDA for the period up to 2030 which will be linked to sustainable land use planning and directed by the economic, social, cultural and environmental needs of the region.

7.2.3 Smarter Travel, a Sustainable Transport Future, a New Transport Policy for Ireland 2009-2020

Smarter Travel, A Sustainable Transport Future, (2009) is the new transport policy for Ireland for the period 2009-2020. It recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development. It also sets out necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport. It sets out five key goals:

- 1) To reduce overall travel demand,
- 2) To maximise the efficiency of the transport network,
- 3) To reduce reliance on fossil fuels,
- 4) To reduce transport emissions,
- 5) To improve accessibility to transport.



7.2.4 National Cycle Policy Framework 2009-2020

The National Cycle Policy Framework (as part of Smarter Travel – A Sustainable Transport Future 2009) sets out a national policy for cycling, in order to create a stronger cycling culture, a more friendly environment for cycling and improved quality of life. The vision is that all cities, towns and rural areas will be bicycle friendly. The policy document sets a target of 10% of all trips by bicycle by 2020 and places emphasis on promoting and integrating cycle networks.

7.2.5 Green School Initiative

The Green Schools Initiative is an international environmental education programme and award scheme that promotes and acknowledges long-term, whole-school action for the environment. "Green-Schools in Ireland" is operated and co-ordinated by the Environmental Education Unit of An Taisce in partnership with Local Authorities throughout the country, and supported by the Department of Environment, Heritage and Local Government, the Department of Transport and The National Transport Authority.

7.2.6 National Transport Authority

The National Transportation Authority (NTA) is a statutory body established by the Minister for Transport in December 2009 and is responsible for preparing a strategic transport plan for the integrated development of transport infrastructure and services in the Greater Dublin Area.

It is expected that the Authority will set out the framework for the delivery of infrastructure and services in an integrated transport plan covering a 12 to 20 year period. The Authority also has responsibility for the capital funding of all major public transport infrastructure projects planned for the Greater Dublin Area. The National Transport Authority has issued a "GDA- Draft Transport Strategy 2011-2030" which is linked to sustainable land use planning and is directed by the economic, social, cultural and environmental needs of the people of the GDA.

7.2.7 Draft Spatial Planning & National Road Guidelines (DoEHLG, 2010)

The DoEHLG has issued the above Draft guidelines, in consultation with representatives from local authorities, the Department of Transport and the National Roads Authority (NRA), to assist road and planning authorities, the NRA and providers of public transport in relation to their involvement in the overall planning process. These guidelines encourage a collaborative approach between planning authorities and the NRA in ensuring that Ireland's national roads system is planned for and managed in an integrated manner enabling economic development of Ireland while encouraging a shift towards more sustainable travel and transport in accordance with Government's overarching transport policy objectives set out in Smarter Travel: A New Transport Policy for Ireland 2009 – 2020.

7.3 STRATEGY

The Plan seeks to improve the safety, capacity and efficiency of an integrated transportation infrastructure in Naas in accordance with national, regional, county and local policy. It also involves recognition of the shifts towards public transportation, walking and cycling, and of the land use responses needed to ensure efficiency, economic returns on investment, minimal environmental impact and strengthening the quality of life in the town.

7.3.1 Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT 2003)

In May 2003, Naas Town Council in conjunction with Kildare County Council prepared an Integrated Framework Plan for Land Use and Transportation (IFPLUT) for Naas.

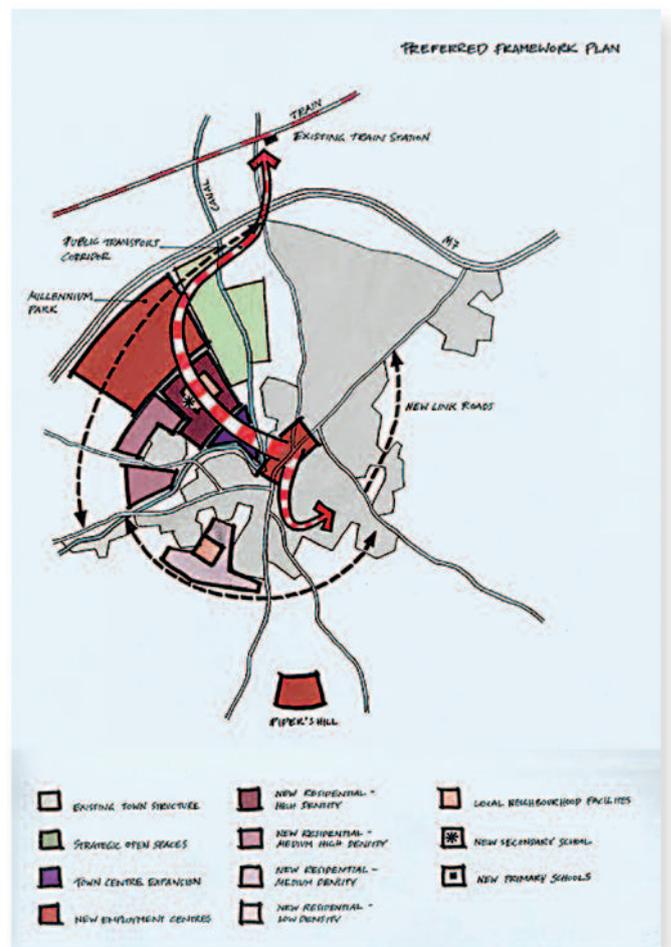
The main principles of the Naas IFPLUT study, which underline the basis for the transportation strategy for Naas are as follows:

- To incorporate new civic, commercial, shopping, cultural and community facilities within an expanded town centre;
- To promote well-located local/neighbourhood centres containing commercial, community and educational facilities, integrated with and supporting new and existing residential development and public transport;
- To direct new employment to locations that reduce the demand for travel;
- To encourage and promote diversity and quality in new residential areas at higher densities appropriate to their location within the town and within proximity to public transport;
- To achieve high quality design and layout in new developments and neighbourhoods;
- To protect and enhance the key natural and heritage assets of Naas, including the character of the town and the Main Street;
- To promote the provision of high quality safe and convenient recreational facilities and public open spaces integrated, where appropriate with walking and cycling;
- To enhance the permeability of the town through the identification and promotion of opportunities for walking and cycling in and between existing and future development;
- To promote and maximise the use of public transport;
- To promote and maximise the use of sustainable transportation modes with a consequent reduction in the need to travel.

The framework takes into account the needs of people to travel from their homes to places of work, to schools, to shops and to other services and facilities. The framework makes recommendations towards improvements to the location, scale, form and character of future development with targeted improvements to existing built-up areas.

Figure 7.1 illustrates the IFPLUT preferred framework plan for the town. The framework on which the Naas Town Development Plan 2005-2011 was based, largely remains the preferred framework for the future development of Naas. It is based on developing an expanded town centre, together with the development of a public transport corridor which runs from the town centre through the Northwest Quadrant area linking to Sallins Railway Station. It envisages that employment will be concentrated primarily in the Northwest Quadrant area and within the town centre.

Figure 7.1 Naas IFPLUT Preferred Framework Plan



7.4 SUSTAINABLE TRANSPORT

The further development of a sustainable transport system will be an important component in meeting the physical, social and economic needs of Naas and is a key priority over the period of this Plan.

The CSO study entitled "*A Profile of the Working Population of Large Towns*," 2006 indicates that 75% of the working population of Naas travelled to work by car, a total of 16% travelled to work on foot or by bicycle, 3% travelled by bus or by train and 6% used other modes of transport such as lorries, motorcycle etc. Figures from Census 2006 also indicate that the car is the predominant access mode for primary school pupils, with an average of 54% of pupils using this mode to access schools in Naas. The number of pupils walking to primary school are generally low, with an average of 26% of pupils using this mode to access schools within Naas.

The Council seeks to influence people's travel behaviour towards more sustainable options and seeks to do so by working closely with relevant organisations in improving public transport facilities and promoting opportunities for alternative transportation such as walking and cycling.

Given the high quality bus services and strong passenger demand that exists at present for bus services between Naas and Dublin, it is considered that a Park and Ride facility in Naas may have a role to play in terms of increasing public transport use. A feasibility study will be carried out to determine the most appropriate location for such a facility so as to accommodate the needs of the town and of both local and Dublin-bound commuters.



7.5 WALKING AND CYCLING

In accordance with the principles of sustainable development, this Plan aims to promote walking and cycling as effective modes of transport within the urban area, while providing realistic alternatives to the private car.

Naas is characterised by a relatively dispersed settlement pattern. This Plan promotes greater pedestrian and cyclist activity throughout Naas town centre to link with other parts of the town. Pedestrian priority linkages and the proposed pedestrianisation of Poplar Square and Market Square would increase the attractiveness of the town centre. Additionally, designated pedestrian/cycle routes to local residential and employment centres will provide for safer movement of pedestrians and encourage more sustainable modes of transport in Naas. The importance of connecting walking and cycling routes with open space and recreation areas is also recognised in this Plan.

The Plan supports and encourages the continued development of walking as a sustainable form of transportation and will work with organisations and groups in the promotion of safe walking throughout the town including historic/heritage walks which are an important amenity and tourism resource. Future developments should provide for the safe movement of pedestrians.

7.6 TRAFFIC AND PARKING

The Council aims to ensure that there is a sufficient supply of parking spaces to support the town centre businesses and that these spaces are effectively managed.

The Council's approach to parking is therefore framed by the following aims:

- To improve and enhance parking facilities in the town, in order to relieve and prevent traffic congestion and generally enhance the amenity of the area.
- To pursue a policy of access for those with limited mobility in terms of parking provision.
- To promote off street parking as opposed to on street parking.

Parking facilities, including parking for the disabled will continue to be provided to Development Plan standards in all developments. Car parking provision will also be subject to the preparation of mobility plans for employment development for over 50 employees.

Public car parks are available at a number of locations throughout the town providing for approximately 1,390 off-street spaces in addition to 580 on-street parking spaces. 748 car parking spaces are also proposed as part of the shopping centre at Corban's Lane, which is partially constructed.

The Council will continue to provide for appropriate maintenance of public car parking and for the appropriate design of disabled parking in the town. As part of any proposals for the renewal of the public realm, disabled facilities will be given high priority.

7.7 MOVEMENT AND TRANSPORT POLICIES

7.7.1 General Movement and Transport

It is the policy of the Council:

- GT1:** To co-operate with other agencies to promote and facilitate the implementation of a sustainable transportation strategy for Naas as set out in Transport 21 (2006-2015), Department of Transport's Smarter Travel – *A Sustainable Transport Future 2009-2020* and the Dublin Transportation Office's strategic document Platform for Change 2000-2016 and the forthcoming strategy to be published by the National Transport Authority, *GDA Transport Strategy 2011-2030*.
- GT2:** To support and promote the use of sustainable transportation modes in Naas and to seek to develop Naas as a "model town" for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged.
- GT3:** To support sustainable modes of transport and to ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
- GT4:** To promote and encourage the development and growth of Naas in line with the principles of sustainable development and to continue to support the policies and recommendations as outlined in the Integrated Framework Plan for Land-Use for Naas and the Naas Traffic Management Plan.
- GT5:** To provide a road network which is safe and efficient for all road users while being cognisant of the requirements of all traffic, including motorised vehicles, pedestrians and cyclists.
- GT6:** To ensure that Naas is well-connected to both the national road network and local centres of population.
- GT7:** To progressively improve all urban roads and footpaths and maintain these to the highest possible standards, having regard to the availability of finance and amenity and townscape requirements.
- GT8:** To improve road safety within the town centre by implementing gateway entry treatments and other speed reduction measures (incl. 50kph signage) inside the Ring Road. This measure will include reducing the speed limit appropriately in the core town centre, and between the town centre and the Ring Road.

- GT9:** To investigate the reduction of vehicular traffic passing through the Main Street to improve the pedestrian environment of the town's retail core.
- GT10:** To co-operate with the public transport authorities and any other relevant bodies towards the improvement of the public transport system and to establish the feasibility of a park and ride system in Naas.
- GT11:** To require that all new significant employment developments in the town incorporate designated HGV parking areas.
- GT12:** To utilise the provisions of Sections 48(2)(C) and 49 of the Planning and Development Acts 2000 - 2010 to generate financial contributions towards the capital costs of providing strategic and local transport infrastructure and facilities, and public infrastructural services and projects.
- GT13:** To protect the carrying capacity, operational efficiency and safety of the national road network and associated junctions. Significant applications either in the vicinity of or remote from the national road network and associated junctions that would have an impact on the national route must critically assess the capacity of the relevant junction.
- GT14:** To co-operate with the NRA and other local authorities to provide the Leinster Outer Orbital Route (linking Drogheda, Navan, Trim and Naas) proposed in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. Once a route corridor has been identified, it will be an objective of the Council to preserve this corridor free from development.
- GT15:** To ensure that the national roads system is planned for and managed in an integrated manner enabling economic development of Naas and the wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010) and as subsequently amended.

7.7.2 Distributor/Relief Roads

The primary function of Ring Roads in Naas is to divert through traffic away from the town centre and to improve the public realm, while also contributing to an efficient transport network in the town.

It is the policy of the Council:

- DR1:** To ensure that new distributor/relief roads are designed and constructed in a manner that will enable them to fulfil their functions. The principle of SUDS (Sustainable Urban Drainage Systems) should be incorporated into the design of any new road infrastructure where relevant and appropriate.
- DR2:** To limit direct access onto distributor/relief roads to a number of strategically located junctions.
- DR3:** To continue the development of distributor/relief roads.
- DR4:** To require housing scheme roads to be provided in accordance with:
- Sustainable Residential Development in Urban Areas (2009) and accompanying Best Practice Design Manual (2009)*
 - Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009),*
 - Manual for Streets published by the Department of Transport, and Communities and Local Government (England and Wales) (2007).*

and any new Guidance/Standards issued from the relevant Government Departments.

7.7.3 Traffic and Public Transport

It is the policy of the Council:

- TM1:** To introduce a series of continuous bus priority measures on key routes throughout Naas.
- TM2:** To encourage public transport usage by improving bus shelters and associated passenger information.
- TM3:** To encourage the implementation and expansion of local bus services to link key trip generators and attractors in the town, particularly residential, employment, educational and retail centres.



7.7.4 Walking and Cycling

It is the policy of the Council:

- WC1:** To promote and encourage sustainable and environmentally friendly forms of transportation such as cycling and walking in accordance with national and regional walking and cycling policies.
- WC2:** To increase priority for pedestrians and cyclists at signalised junctions in Naas town centre.
- WC3:** To promote and encourage the Green Schools Programme within Naas and to liaise with all relevant Departments/agencies involved in the operation of the programme.
- WC4:** To facilitate and encourage cycling as a more convenient and safe method of transport through an integrated network of safe and convenient cycle and pedestrian routes throughout Naas.
- WC5:** To realise the potential of cycling routes along the Canal. The development of such routes should be considered in conjunction with policy NH8 in Chapter 11.
- WC6:** To ensure the provision of cycle parking facilities in new development schemes in accordance with Section 13.6.7 and Table 13.9 contained in Chapter 13.

- WC7:** To provide and seek the provision of secure cycle parking facilities at key areas in Naas town centre and to encourage and promote the use of cycling by employees, shoppers and visitors to the town.
- WC8:** To traffic calm and environmentally enhance the former national routes leading into the town via Dublin Road and Newbridge Road, to make them safer and more pedestrian and cyclist friendly in conjunction with Kildare County Council and other statutory bodies.

7.7.5 Parking

It is the policy of the Council:

- PK1:** To optimise the use of existing parking stock, and to provide, facilitate and regulate the provision of parking spaces conveniently located to serve the various land uses.
- PK2:** To seek to ensure that all new private car parking facilities are provided to an appropriate standard, including the provision of public lighting, permanent surfacing and marking, the provision of adequate circulation and aisle widths.
- PK3:** To manage the provision of on street parking and to promote the provision of off-street car parks at edge-of-town centre locations and to reduce on street parking in the town centre.

7.8 MOVEMENT AND TRANSPORT OBJECTIVES

The objectives of the Council are outlined below. Most of the objectives are to be implemented during the six year plan period. However a number of longer term objectives are also proposed.

7.8.1 General Movement and Transport Objectives

It is an objective of the Council:

- GO1:** To implement the recommendations of the Naas Traffic Management Plan, including the environmental and traffic management improvements on Main Street, Poplar Square and Wolfe Tone Street/Sallins Road.
- GO2:** To develop an Intelligent Transport System (ITS) strategy for Naas including a network of CCTV cameras and co-ordinated traffic signalling system linked to the Traffic Management Centre in Naas to monitor and properly manage the flow of traffic throughout the town.
- GO3:** To liaise with Kildare County Council on the possibility of developing a central website containing information on public transport services and routes available in Naas.
- GO4:** To examine in conjunction with the National Transport Authority, the provision of a Park and Ride site in the Naas area to serve both commuters to Dublin and local trip makers and to investigate the possible part use of this site as a HGV parking area.
- GO5:** To consider the feasibility of the provision of localised parking centres for Heavy Goods Vehicles (HGVs).
- GO6:** To assess the viability of diverting HGV's away from the town centre.
- GO7:** To support the improvement of public transport services generally by reserving land in suitable locations.
- GO8:** To increase the level of access within Naas to a choice of transport modes and, in particular, to promote forms of development that reduce dependence on private car transport.
- GO9:** To improve road/street signage by undertaking a survey to assess proliferation, gaps and quality and to develop a policy for the future provision of signage within the town, including the location of parking facilities and key public buildings and attractions throughout the town.
- GO10:** To seek Ministerial approval for the re-classification of the ring roads in Naas to regional status and to down-grade the existing regional roads to local road classification.
- GO11:** To ensure all new housing developments are accessible to more sustainable modes of transportation.
- GO12:** To promote the town centre as a pedestrian priority zone and to investigate and consider pedestrianisation at the following locations:
 - a) Poplar Square
 - b) Market Square
 - c) Section of Main Street from the Presbyterian Church to Corban's Lane via St. Johns Lane.
- GO13:** To introduce measures to restrict traffic movements along the Canal between Osberstown Bridge and Tandy's Bridge.
- GO14:** To optimise use of the existing parking stock, by increasing turnover, by increasing occupancy at under-utilised locations and to direct traffic to locations where spare capacity is available.
- GO15:** To consider the development of multi-storey car parks/basement car parks in the town.
- GO16:** To require all proposed developments to provide appropriate turning areas for emergency and service vehicles.
- GO17:** To ensure all new developments are accessible to sustainable modes of transportation.
- GO18:** To identify car parks and other suitable locations for the provision of appropriate battery charging infrastructure for electrically powered cars/vehicles as a means by which the Council can assist in achieving a reduction in carbon emissions.
- GO19:** To review all parking standards during the life of the Development Plan.
- GO20:** To develop a freight policy for Naas, as part of an overall freight policy for County Kildare.
- GO21:** To review and set out an implementation plan for the Roads Programme Objectives in Section 7.8.4 as part of a "local traffic plan" to be prepared following publication of the NTA Transport Strategy for the Greater Dublin Area.

7.8.2 Sustainable Travel

It is an objective of the Council:

- STO1:** To co-operate with the National Transport Authority (NTA), the Quality Bus Network Office and other appropriate transportation bodies in the implementation of an agreed Quality Bus Network in Naas.
- STO2:** To engage with service providers to regularise the number of bus stops and provide bus pull in bays and shelters along the main routes so as to improve traffic flows and safeguard and protect bus users.
- STO3:** To provide for safer routes to schools within the town and to encourage walking and cycling.
- STO4:** To promote the provision of a dedicated drop off / pick up facility close to the girls' schools on Sallins Road and in close proximity to the schools at Corban's Lane and to consider measures which would encourage sustainable travel for journeys to school.
- STO5:** To examine, in conjunction with the National Transport Authority and the National Roads Authority the provision of a Park and Ride site on the Dublin Road, in close proximity to the alignment of the Naas Ring Road/N7 to serve both commuters to Dublin and local trip makers.
- STO6:** To encourage Iarnród Éireann, Bus Éireann and private companies to improve the frequency and quality of public transport facilities to, from and within the town.
- STO7:** To develop, in conjunction with the National Transport Authority, a continuous cycle network in Naas including a cycle route to Sallins Train Station. Measures that encourage cycle usage are to include:
- Low traffic speeds on shared surfaces;
 - Cycle lanes, particularly to provide access to schools; and
 - High permeability, especially in residential areas.
- STO8:** To investigate the potential for a number of "park and walk" sites which would provide convenient pedestrian access to the town centre, as an alternative to providing additional car parking within the town centre area.
- STO9:** To facilitate the provision of a cycle lane linking the Canal area to the Sallins Road south of Millennium Park.

STO10: To facilitate the provision of a cycle lane from the Caragh Road through lands zoned for Community and Education to link with the proposed distributor road within the Northwest Quadrant area.

7.8.3 Public Lighting

It is an objective of the Council:

- PL1:** To upgrade the existing public lighting infrastructure to more energy efficient technology and to provide separate poles for public lighting standards.

7.8.4 Road Programme Objectives

It is an objective to carry out a number of specific transportation projects during the Plan period. (Refer to Map 7.1 and Map 14.1 for indicative roads alignment)

It is an objective of the Council:

- RPO1:** To construct a distributor road from the Devoy Road at Áras Chill Dara to the South Ring Road.
- RPO2:** To construct a road from the boundary of the Local Area Plan at the Canal Harbour area, via Northwest Quadrant Masterplan Lands to connect with the Millennium Park Link Road.
- RPO3:** To provide a new road from the Caragh Road (in the vicinity of Ploopluck Bridge) via zoned lands to end at the boundary of the Northwest Quadrant Masterplan Lands
- RPO4:** To construct a distributor road linking the Dublin Road to the Blessington Road via the Tipper Road.
- RPO5:** To examine and assess the possibility of providing a link road from the proposed Sallins By-pass to connect with the existing and planned road network in Naas, in conjunction with the National Transport Authority and the National Roads Authority.
- RPO6:** To facilitate provision of an additional motorway interchange along the M7 Naas By-pass, subject to NRA agreement. The Interchange shall be appropriately designed and scaled to provide access to the Millennium Park and the Northwest Quadrant Masterplan Lands.
- RPO7:** To prepare a constraints study to examine the possibility of providing a Southern Outer Orbital Route linking the east of Naas to the west of Naas.



7.8.5 Road Improvement, Realignment and Widening Objectives

It is an objective of the Council:

- RWO1:** To continue improvement of junctions, bends and urban roads in pursuance of traffic safety considerations and carry out final improvements, where necessary and feasible, subject to amenity and townscape considerations.
- RWO2:** To remove the Old Railway Bridge and embankments at Friary Road and to re-align and upgrade this section of road to cater for all road users.
- RWO3:** To develop a network of bus priority routes including along the Sallins Road, Dublin Road and Newbridge Road and to widen these roads where necessary to improve traffic capacity and for the provision of footpaths, cycle tracks, public lighting and appropriate traffic calming.
- RWO4:** To provide improved bus parking facilities by the provision of a one-way system at Loughbui.

RWO5: To realign and widen roads at the following locations:

- (a) Craddockstown Road
- (b) Tipper Road
- (c) Friary Road between its junctions with the Blessington Road and Poplar Square
- (d) Sallins Road between Hollywood Park estate and the Sycamores Estate
- (e) Corban's Lane between Friary Road and South Main Street
- (f) Fishery Lane

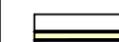
RWO6: To seek to improve road junctions at the following locations:

- (a) Dublin Road and Blessington Road
- (b) Dublin Road and Roseville
- (c) Dublin Road and the Gallops
- (d) Dublin Road and Wolfe Tone Street
- (e) Sallins Road and Wolfe Tone Street
- (f) Sallins Road and Monread Avenue
- (g) Sallins Road and Monread Road
- (h) Sallins Road and Mill Lane
- (i) Newbridge Road and new Caragh Road
- (j) Kilcullen Road and Ballymore Road (at Fairgreen)
- (k) Tipper Road and Forenaughts Road
- (l) Abbey Street and Basin Street



Naas Town Development Plan
2011 - 2017

LEGEND

-  Motorway
-  National Primary
-  Regional
-  Secondary
-  Local
-  New Roads Objective (Indicative Alignment)
-  Indicative Road Improvements
-  Naas Town Council Boundary

Road Hierarchy and Indicative Improvements

Scale: N.T.S.

Map Ref.: 7.1

Date: 6th June 2011

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