

# 7 Movement and Transport

**Aim:** To promote ease of movement within and access to Athy, 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 Athy in a manner which is consistent with proper planning and sustainable development.

## 7.1 Background

Improving the standard of transportation infrastructure in Athy is of primary importance. The provision of good quality infrastructure is essential to the economic, social and cultural development of the town.

The designation of Athy as a Moderate Sustainable Growth Town within the Greater Dublin Area necessitates the improvement of links to and from Athy for all trip purposes by all modes of transport. The most significant traffic management improvement in Athy in recent years has been the M9 upgrade which includes the new N78 from Athy to the M9.

It is vital that links with Dublin and surrounding areas are maximised not only to attract business development into the town but also to provide for leisure and other trips to and from the Metropolitan area. Athy's public transport services include a bus network linking the town with Dublin and the surrounding regional towns, there is also a rural transport service linking Athy with the nearby rural centres. Athy train station is located on Church road and is served by the main Dublin – Carlow / Kilkenny / Waterford line providing regular connections to these centres.

## 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 Athy.

### 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 Athy 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.

### 7.2.2 National Transport Authority

The National Transportation Authority 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

### **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 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.

### **7.2.5 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. Details of the scheme can be found at <http://www.greenschoolsireland.org>

### **7.2.6 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.

### **7.2.7 Electric Transport Programme (2008)**

*The Electric Transport Programme 2008*, seeks to assist Ireland in meeting EU targets on carbon emissions. The target seeks that 10% of the National Road Transport fleet be electrically powered by 2020. The provision of appropriate battery charging infrastructure in car parks and other suitable locations is a means by which the Council can assist in achieving this objective.

### **7.2.8 Rural Transport Initiative**

Rural Transport Initiatives are supported by the Department of Transport under the Rural Transport Programme and part-financed by the EU through the *National Development Plan 2007-2013*. There are currently two companies offering a rural transport service within the County - South Kildare

Community Transport and Offaly Kildare  
Community Transport Ltd.

### **7.3 Transport Strategy**

#### **7.3.1 Athy Integrated Framework Plan 2004**

The Athy Integrated Framework Plan for Land Use and Transportation (IFPLUT) was commissioned jointly by Kildare County Council and the Dublin Transportation Office in the context of Athy's designation as a secondary growth centre in the Strategic Planning Guidelines (1999).

The purpose of this study was to set out an integrated framework plan for the future development of the town.

The Integrated Framework Plan sets out the preferred scenario for the development of the town up to 2016. In order to develop this preferred scenario, guiding principles and objectives were set out, upon which the strategy could be assessed. The various land use scenarios were also measured using two modelling processes. Firstly, the sustainability of each land use scenario was gauged by determining the walking distances between major trip attractions. Then each viable scenario was tested up to 2016 using two computer-modelling packages. These computer programmes model traffic behaviour around the town and assess the modal split for the various journey types. The results from this modelling are then assessed in terms of their compliance with the guiding objectives with a final preferred scenario being selected as the most beneficial to the future development of the town.

In terms of movement and transportation, a roads hierarchy and associated car park locations were identified as part of the preferred scenario identified in the IFPLUT, with a strong emphasis put on the delivery of the SDR in particular in order to allow for

more efficient traffic movement in an east – west direction through the town.

#### **7.3.2 Traffic Management Plan and Parking Strategy (TMP) 2009**

This TMP commissioned by Kildare County Council was carried out by WSP consultants in 2009. The purpose of the study is to provide specific traffic and transport recommendations for the town centre streets of Athy which can be developed in tandem with key infrastructure projects proposed for the town.

In addition the TMP had also been developed with an emphasis on enhancing the heritage value of the historical streetscape of the town centre and the potential to provide enhanced civic areas. The study develops recommendations based on an assumed phasing of key infrastructure projects including the Southern Distributor Road and the New Town Street and the Northern Distributor Road. The recommendations made are categorised into immediate term, short term and long term recommendations.

#### **7.3.3 Sustainable Transport**

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

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

## 7.4 Policy Statements

### 7.4.1 Policies-General Movement and Transport

It is the policy of the Council:

- GT 1: To co-operate with other agencies to promote and facilitate the implementation of a sustainable transportation strategy for Athy having regard to 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.
- GT 2: To support sustainable modes of transport that ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
- GT 3: To promote and encourage the development and growth of Athy in line with the principles of sustainable development and to continue to support the policies and recommendations as outlined in the Athy Integrated Framework Plan for Land - Use and Transportation and the Athy Traffic Management Plan.
- GT 4: 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.
- GT 5: To ensure that Athy is well-connected to both the national road network and local centres of population.
- GT 6: 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.
- GT 7: To improve road safety within the town centre by implementing gateway entry treatments and other speed reduction measures (incl. 50kph signage) inside the town boundary. This measure will include reducing the speed limit appropriately in the core town centre, and between the town centre and the town boundary.
- GT 8: To investigate the reduction of vehicular traffic passing through the Town Centre to improve the pedestrian environment of the town's retail core.
- GT 9: To co-operate with the public transport authorities and any other relevant bodies to promote the use of existing parking facilities in the town for park and ride purposes.
- GT 10: To utilise the provisions of Sections 48(2)(C) and 49 of the Planning and Development Act 2000 as amended to generate financial contributions towards the capital costs of providing strategic and local transport infrastructure.
- GT 11: To continue to support the operation of and development of the bus service provided by South Kildare Community Transport supported by the Department of Transport
- GT 12: To have regard to the condition, location and accessibility of heritage items in the planning and provision of transportation services.

- GT 13: To have regard to the policies, actions, outcomes and recommendations of the Kildare Local Authorities Noise Action Plan regarding new development in proximity to National Routes.
- GT 14: To increase the level of access within Athy to a choice of transport modes and, in particular, to promote forms of development that reduce dependence on private car transport.
- GT 15: To require roads and other infrastructure crossing a Natura 2000 site to comply with the following requirements:
- Demonstrate the need for the project in light of a “do nothing” context.
  - Develop and evaluate a comprehensive series of plausible alternative routes and design strategies.
  - Demonstrate how each route has taken due account of, and accommodated ecological considerations and legislative requirements.
  - Demonstrate that the chosen route will not cause any significant adverse effects on the integrity of the Natura 2000 site.
- GT 16: To support the Government’s Electric Transport Programme 2008, by facilitating the roll-out of charging infrastructure for electric vehicles at appropriate locations within the town, through the planning system.

#### 7.4.2 Public Transport

Athy is served by both bus and rail public transport. The rail service includes the mainline intercity service on the Carlow/

Kilkenny / Waterford line. There are currently 10 services from Athy to Dublin with 8 services from Dublin to Athy daily, there are also parking facilities at the station and at a separate location close to the station which provide the opportunity for commuters to park and ride.

Athy town is served by bus transport with a range of services to centres including Carlow, Portlaoise, Dublin, Naas, Monasterevin, Kildare and Maynooth. Bus Eireann currently operate both local and expressway services through Athy. The local service operates once a day from Athy - Kilcullen – Naas. The expressway services operate five departures a day from Athy to Dublin and four departures from Dublin to Athy daily. South Kildare Community Transport Ltd was formed out of the Department of Public Enterprise Rural transport Initiative and recently began operating services between Kildare, Monasterevin and Athy providing six services per day. Private bus operators also provide commuter and general services from Clonmel via Athy and Naas to Dublin City. In addition a limited number of private bus services run through Athy to the third level colleges of NUI Maynooth and the Institute of Technology in Carlow. Athy Town Council will promote improved and more frequent rail and bus services from Athy to other urban centres in the County and elsewhere.

It is the policy of the Council:

- TM 1: To promote the enhancement and to maximise the use of Athy train station and to assess the need to provide for additional parking facilities at this location.
- TM 2: To facilitate and promote the development of upgraded rail infrastructure and services on the ‘Dublin-Waterford’ line through Athy.

- TM 3: To co-operate with the relevant transport bodies and authorities to secure improvements and further developments of the public transport system.
- TM 4: To encourage public transport usage by improving bus shelters and associated passenger facilities.
- TM 5: 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.
- TM 6: To require that public transport set-down and pickup points are located such that the safety of passengers is maximised and the safety of road users is not endangered through the creation of a traffic hazard
- TM 7: To facilitate the provision of taxi and hackney services and appropriately located parking in Athy.
- TM 8: To facilitate provision of a bus-bay and quality bus waiting area in the town centre and to encourage interchange between bus and rail services.

### 7.4.3 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. The Plan supports and encourages the continued development of walking as a sustainable form of transportation and the Council 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. Currently cycling does not play a significant role as a mode of transportation in Athy. A number of development objectives set out in the plan will enhance the pedestrian and cycling environment for the enjoyment of Athy residents and visitors alike.

The development of the Southern and Northern Distributor roads and the New Town Centre Street will provide major opportunities to develop pedestrian and cycling infrastructure in the town centre. This may provide the opportunity to develop a one-way system which would offer the potential to reallocate road space to footpaths and dedicated cyclist facilities.

It is the policy of the Council:

- WC 1: 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.
- WC 2: To increase priority for pedestrians and cyclists at signalised junctions in Athy town centre.
- WC 3: To provide for safer routes to schools within the town and to encourage walking and cycling as suitable modes of transport as part of the Green School Initiative Programme and other local traffic management improvements.
- WC 4: 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 Athy.
- WC 5: To realise the potential of cycling and walking routes along the Grand

- Canal and River Barrow. (Refer to Recreation and Amenity Chapter 11, Map 11.1)
- WC 6: To ensure the provision of cycle parking facilities in new development schemes.
- WC 7: To provide and seek the provision of secure cycle parking facilities at key areas in Athy town centre and to encourage and promote the use of cycling by employees, shoppers and visitors to the town.
- WC 8: To traffic calm and environmentally enhance the regional / national routes leading into the town, to make them safer and more pedestrian and cyclist friendly in conjunction with Kildare County Council and other statutory bodies.
- WC 9: To ensure that roads and footpaths are designed and constructed to cater for the needs of the people with disabilities.
- WC 10: To provide footpath continuity at appropriate locations to the Town boundary.
- WC 11: To improve existing lighting and seek the provision of additional lighting facilities in Athy as funding becomes available.
- WC 12: To carry out a feasibility study regarding the provision of a boardwalk along Cromaboo Bridge. The scope of this report must have regard to the design and impact of the proposed boardwalk, having regard to the protected structure status of the bridge; it's location within the ACA and the SAC status of the River Barrow.

WC13: To encourage the provision of secure bicycle parking facilities in the town centre at public facilities such as schools, the library, the train station and in all new developments in accordance with the standards set out in the development management standards in Chapter 15.

## 7.5 Roads

The current road hierarchy comprises the N78 national secondary road which consists of the new link road from the M9 linking the town to Naas and Dublin to the east. It also travels thorough the town centre and on to Kilkenny to the southwest. The R417 Monasterevin/Carlow Regional Road bisects Athy in a north-south direction and connects the town to Monasterevin in the north and Carlow in the south. The R428 regional road (Stradbally Road) enters the town from Portlaoise in the west and the R418 enters from Castledermot in the southeast. Numerous county roads link the town to its hinterland.

The N78 serves as the principal commercial thoroughfare and the principal vehicular route through the town. It is subject to frequent delays, which in the absence of further road infrastructure will pose an impediment to the future economic development of Athy.

### 7.5.1 Southern Distributor Road (SDR)

The route comprises an urban single carriageway circa 3.2 km in length. The proposed Southern Distributor Road is intended to divert through traffic away from the town centre. This road will facilitate improved safety due to the removal of vehicles from the existing N78 in the town centre, especially heavy goods vehicles and will free up capacity for road users who want to avail of the facilities of town.

The secondary function of the Athy SDR is to facilitate the orderly expansion of Athy increasing connectivity and allowing for the integration of different modes of transport. The proposed scheme will include pedestrian and cycle paths, additional crossing points over the River Barrow, Grand Canal, railway line and will facilitate linkages between zoned land, the town centre and railway station linking the N78 southwest of the town at Bennetsbridge to the N78 northeast of the town at Gallowshill. From its commencement, there will be a roundabout at the tie into the N78, Kilkenny road southwest of the town. The proposed route will run for part of the route along the line of the disused CIE rail line. It then crosses the River Barrow and the main Dublin to Waterford rail line before tying into the newly constructed N9/N10 link road roundabout.

An Appropriate Assessment of the Proposed Athy Southern Distributor Road has been carried out. It concluded that once best practice is followed throughout the construction of the proposed roadway, and the recommended mitigation measures are taken into consideration, it is considered that this development will not have a significant negative impact upon the River Barrow/River Nore SAC and its habitats and species.

### **7.5.2 Northern Distributor Road (NDR)**

The proposed NDR begins on the N78 at the junction with the Old Dump Road and will require the realignment and upgrade of the existing road to the Bohernouca Crossroads.

The primary function of the proposed Northern Distributor Road is similar to that of the above mentioned Southern Relief Road, once constructed it will help to reduce traffic congestion in the town centre whilst also linking up the various development and zoned lands to the north of the town. It

continues through the townland of Prusselstown and crosses the Noneen and Clogorow Bog rivers, crossing the main Waterford to Dublin Railway line, passing through the Barrowford townland and crossing the R417 Monasterevin Road. The route crosses the River Barrow, the Cardington Road and the Grand Canal adjacent to the Cardington Demense. Following this, the route crosses the R428 Stradbally Road and passes through the townland of Woodstock North and South. It then crosses the Ballintubbert Road after Lennons Bridge to tie into the N78 South West of Athy town.

A Route Selection Study has been carried out and a route corridor has been identified and is illustrated on the land use zoning Map 16.1. An Appropriate Assessment has not been carried out to date.

### **7.5.3 New Town Centre Street**

The proposed street will be approximately 1 km in length, running from the junction of Leinster Street and St. Michael's Terrace as far as Upper William Street. It will incorporate facilities for pedestrians and cyclists, a bridge over the River Barrow and a drop lock and bridge on the Grand Canal.

In 1999 Shaffrey Associates prepared a report for the Planning Authority "Athy – New Street Proposals 1999." This Report contains recommendations on the development of the Athy Inner Relief Road as a New Town Centre Street within Athy.

Similar recommendations are made in the Athy Traffic Management Plan prepared in 2009 by WSP Ireland, it recognizes that this link will function as a street and not as a relief road as it was originally envisaged in the 1970's. The development of Athy town centre in the intervening years between its initial proposal and today has surpassed the need for a Relief Road at this location; there is however significant benefits arising from

the construction of a street complete with River and Canal crossings along the alignment of the route.

This New Town Centre Street will contribute fundamentally to the connectivity of the town and allow for significant improvements to be made along the main street catering for pedestrians, cyclists, and vehicular traffic appropriately. The development of this street will also provide opportunities to redevelop the existing streetscape of Leinster Street and Duke Street and to develop between the New Town Centre Street and Duke Street, thus expanding the Town Centre function and adding to the local economy.

#### 7.5.4 Distributor/Relief Roads

The primary function of Distributor Roads in Athy 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:

DR 1: To ensure that new distributor/relief roads are designed and constructed in a manner that will enable them to fulfill their functions.

DR 2: To limit direct access onto distributor/relief roads to a number of strategically located junctions.

DR 3: To continue the development of proposed distributor/relief namely the Northern and Southern roads.

DR 4: To require housing scheme roads to be provided in accordance with:

a) *Sustainable Residential Development in Urban Areas (2009)* and accompanying *Best Practice Design Manual (2009)*.

b) *Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009)*.

c) *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 DoEHLG.

## 7.6 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 and car parking provision will 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 586 parking spaces. There are approximately 424 private parking spaces provided in the town. In total there

are approximately 1,010<sup>1</sup> parking spaces in the town.

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

It is the policy of the Council:

- PK 1: 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.
- PK 2: 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.
- PK 3: 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.
- PK 4: To require significant new industrial developments in the vicinity of Athy to incorporate designated HGV parking areas.<sup>2</sup>

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<sup>1</sup> Athy Traffic Management Plan and Parking Strategy 2009.

This figure does not include the Railway Station parking as this provides for commuter parking only and does not contribute to town centre parking.

<sup>2</sup> Applicants are advised to consult with the planning authority at pre-planning stage to determine whether the size of the industrial

PK 5: To ensure that car parking is generally provided in accordance with “Buildings for Everyone” 2002 published by the National Disability Authority.

PK 6: To prepare a car parking strategy for the town ensuring that there is a network of car parks at strategic entry points to the town centre.

## **7.7 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.

### **7.7.1 General Movement and Transport Objectives**

It is an objective of the Council:

- GO 1: To implement the recommendations of the Athy Traffic Management Plan, including the environmental and traffic management improvements.
- GO 2: To prepare a traffic and public realm plan for Emily Square and to make recommendations on the necessary improvements.
- GO 3: To liaise with Kildare County Council on the possibility of developing a central website containing information on public transport services and routes available in Athy.
- GO 4: To assess the viability of diverting HGVs away from the town centre

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development proposed requires designated HGV parking areas.



- and consider the feasibility of providing localised parking centres for Heavy Goods Vehicles (HGVs).
- GO 5: To support the improvement of public transport services generally by reserving land in suitable locations.
- GO 6: To improve road/street signage by undertaking a survey to assess proliferation, gaps and quality in signage 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.
- GO 7: 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.
- GO 8: To consider the development of multi-storey car parks and/basement car parks in the town.
- GO 9: To require all proposed developments to provide appropriate turning areas for emergency and service vehicles.
- GO 10: To ensure all new developments are accessible to sustainable modes of transportation.
- GO 11: 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.
- It is an objective of the Council:
- STO 1: To engage with service providers to regularise the number of bus stops and provide bus pull in bays and shelters along the main routes thereby improving safety and traffic flow.
- STO 2: 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.
- STO 3: 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.
- STO 4: To continue the road and footpath improvements, which facilitate pedestrian safety at various locations within the town centre, and in particular at the following junctions:
- (a) N78 / Kirwans Lane
  - (b) N78 / Church Road
  - (c) N78 / Chapel Lane
  - (d) N78/ Meeting Lane
  - (e) N78 / St John’s Lane
  - (f) N78 / Green Alley
  - (g) N78 / Nelson Street
  - (h) Mount Hawkins / Chapel Lane
  - (i) Kirwans Lane / Mount Hawkins
  - (j) Woodstock Street / Barrack Lane

**7.7.2 Sustainable Travel**

- STO 5: To investigate the pedestrianisation of certain town centre routes once the New Town Centre Street is constructed.
- STO 6: To construct a pedestrian bridge over the River Barrow as appropriate to link schools, parks, playing fields and residential areas on both sides of the river, thereby providing safer routes to school. This bridge will be constructed to the specifications of all statutory bodies.
- STO 7: To upgrade and construct continuous walkways and cycle ways along both sides of the River Barrow and Grand Canal, to provide attractive leisure routes and alternative routes to the town centre.
- STO 8: To assist and encourage the development and expansion of rural transport initiatives, in conjunction with other statutory and development agencies.

### 7.7.3 Roads Programme

It is an objective of the Council:

- RP 1: To construct a Southern distributor road including a proposed link from this route to the town centre via the train station and to preserve these routes free from development. This is a priority objective of this plan. (Refer to Land Use Zoning Map 16.1).
- RP 2: To support the construction of a Northern Distributor Road and until such time as construction commences to preserve the route free from development.
- RP 3: That following completion of the Detailed Design and Appropriate

Assessment for the Northern Distributor Road (NDR), the proposed land take, indicated on Map No 16.1 be amended to coincide with the proposed land take for the NDR.

- RP 4: To support the construction of the New Town Centre Street and to cooperate with Kildare County Council in acquiring land to facilitate its construction. The design of the proposed New Town Centre Street and bridge crossing shall have regard to the potential impact on Emily Square and adjoining lands.
- RP 5: To complete road improvements to the Fortbarrington Road from Blackparks to Ardrew.
- RP 6: To improve the junctions of the R418 (Castledermot Road) with the N78.
- RP 7: To improve the junction of the Kildare Road with the N78, having regard to the constraints of nearby protected structures.
- RP 8: To continue the construction of gateway features on the west-end of the N78 and to introduce gateway features on the eastern-end of the N78 to alert drivers that they are entering an urban area. This will include improved lighting, traffic calming measures, provision of higher level of signage along with road markings.
- RP 9: To carry out the improvement of the local road from Prusselstown Cross Roads to the N78 Dublin Road.
- RP 10: To ensure that adequate set back is provided adjacent to the four railway bridges in Athy to allow for the upgrading of the railway in consultation with Iarnród Éireann.



RP 11: To implement traffic calming and other associated measures on the R417 and R428 as part of new developments.

RP 12: To implement traffic calming measures on Stanhope Place and Mount Hawkins.

RP 13: To implement traffic calming measures on the N78 at the GAA club.