

Athy IFPLUT Study

Transport Management Objectives

Notes:

1. Transport Management objectives should be read in conjunction with Figures 9.3,9.4 and 9.5
2. All objectives subject to incorporate implementation of co-ordinated regulatory and information signage and lining

Obj:	Location	Measures
Short Term Measures		
S1	N78 Dublin/Kilkenny Road: West and east of town boundary	<p>Vehicular:</p> <ul style="list-style-type: none"> • Introduce Gateway features on the N78 to alert drivers that they are entering an urban area. Sensitive design required incorporating street furniture, hard and soft landscaping, contrasting surface textures, higher level of signing and road markings etc
S2	R417 Monasterevin/ Carlow Road and R428 Stradbally Road: town boundary sites	<p>Vehicular:</p> <ul style="list-style-type: none"> • Install smaller scale entry features at existing speed limit locations advising motorists that they are entering urban area, Gateway features less intrusive than S1.
S3	Barrow Quay: Leinster Street to Emily Row	<p>Pedestrians/ Cyclists:</p> <ul style="list-style-type: none"> • Remove parking and vehicular access on Barrow Quay to improve pedestrian safety and reduce vehicular conflicts on Leinster Street. Pedestrianise area between Leinster Street and Back Square in line with urban landscape proposals of N78 Athy Relief Street preliminary Design Report. Secure cycle parking facilities to be provided.
S4	St John's Lane: Duke Street to entrance St Patrick's Primary School	<p>Pedestrians/ Cyclists:</p> <ul style="list-style-type: none"> • Sever link adjacent school entrance to remove extraneous car traffic on St John's Lane, thereby improving the safety of children attending St Patrick's School. Allow for local vehicular access from River Barrow end of St John's Lane. Within scheme, provide for safe waiting and turning facilities for school traffic.
S5	Stradbally Road: William Street to hospital	<p>Cyclists:</p> <ul style="list-style-type: none"> • Cycle lane segregated from vehicular traffic by solid white line. Coloured surface demarcates lane. <p>Pedestrians:</p> <ul style="list-style-type: none"> • Provide additional pedestrian crossing facilities on Woodstock Road in vicinity of the Barrack Lane junction. <p>Vehicular:</p> <ul style="list-style-type: none"> • Traffic speed to be reduced due to road narrowing (cycle lanes) and traffic calming measures e.g. Speed cushions, if further required.

Obj:	Location	Measures
S6	R417Carlow Road: Coneyburrow to Emily Square	<p>Cyclists:</p> <ul style="list-style-type: none"> • Cyclists to share road space with vehicles on this route based on restricted available widths. Traffic speeds to be reduced by introducing cycle friendly traffic calming measures. • Cycle link through pedestrianised Barrow Quay to be developed, avoiding pinch point on Emily Row.
S7	R417Monasterevin Road: limit of residential development to Emily Square	<p>Cyclists:</p> <ul style="list-style-type: none"> • Cyclists to share road space with vehicles on this route based on restricted available widths. Traffic speeds to be reduced by introducing cycle friendly traffic calming measures.
S8	River Barrow	<p>Cyclists/Pedestrians:</p> <ul style="list-style-type: none"> • Upgrade / construct footpath links along both sides of the River Barrow, to provide attractive leisure routes and an alternative route to the town centre avoiding the R417. • Develop strong links to adjacent residential developments e.g. Marina site, Conneyburrow, Green Hills housing estate • Pedestrian/cycle track to have improved lighting and directional signage.
S9	Geraldine Road: Boheranouca cross roads to Leinster Street	<p>Cyclists:</p> <ul style="list-style-type: none"> • Cyclists to share road space with vehicles on this route based on limited volumes of traffic and restricted available widths. Traffic speeds to be reduced by introducing cycle friendly traffic calming.
Medium Term Measures (Post Inner Relief Street)		
M1	Leinster Street/Duke Street: Inner relief Street junction with N78 east to Stradbally Road and Convent Lane.	<p>Pedestrians:</p> <ul style="list-style-type: none"> • With reference to the traffic management proposals of the N78 Athy Relief Street preliminary Design Report, reduce carriageway widths over one-way sections of Duke Street and Leinster Street to one lane wide. Increase footpath widths to allow for greater and more diverse pedestrian activity. Introduce textured surface treatment to the road to reduce vehicular speeds and reinforce pedestrian friendly environment. Provision to be made for delivery vehicles. <p>Cyclists:</p> <ul style="list-style-type: none"> • Install Contra flow segregated cycle lane over one-way section. Physical measures required segregating cyclists from vehicular traffic. • Redesign Leinster Street/Stanhope Street junction to ensure cycle/pedestrian friendly. • Redesign Convent Lane/Duke Street junction to ensure pedestrian friendly. Maintain pedestrian signals. Provide raised table junction to reduce vehicular speeds and improve pedestrian safety.
M2	Emily Square / Back Street	<p>Parking:</p> <ul style="list-style-type: none"> • Removal of parking at Emily Square and Back Street and convert to landscaped seating area with cycle parking facilities. This would

Obj:	Location	Measures
		increase pedestrian safety by removing excess vehicular movements and provide an attractive focal point. Consideration to be made for disabled parking in vicinity of Emily Square.
M3	Abbey Lane: Inner Relief Street to Duke Street.	Pedestrians: <ul style="list-style-type: none"> • Pedestrianize link to encourage revitalisation of the back lands and aid vehicular flows on Duke Street and the Inner Relief Street. Allow for local vehicular access from the Inner Relief Street.
M4	Meeting Lane: Inner Relief Street to Leinster Street.	Pedestrians: <ul style="list-style-type: none"> • Pedestrianize link to encourage revitalisation of the back lands and reduce vehicular conflicts on Leinster Street and the Inner Relief Street. Allow for local vehicular access from Leinster Street.
M5	Chapel Lane: Stanhope Place to Leinster Street	Pedestrians: <ul style="list-style-type: none"> • Pedestrianize link to improve pedestrian safety in vicinity of local Schools and reduce vehicular conflicts on Leinster Street. Allow for local vehicular access from Leinster Street. • Install pedestrian crossing facilities at each end of pedestrian area on Stanhope Place and Leinster Street.
M6	N78/Inner Relief Street: East and West junction	Pedestrians/Cyclists: <ul style="list-style-type: none"> • Review preliminary design of roundabout junctions at both tie in points of Inner Relief Street and N78. Existing Roundabout layout not cycle or pedestrian friendly and cycle timings inadequate for pedestrians Consider continental design roundabouts or signalised T-junction
M7	Town Centre Sites	Parking: <ul style="list-style-type: none"> • Provide additional off street pay parking on periphery of town centre cell. Potential locations include: <ol style="list-style-type: none"> 1. Site between Upper William Street and the I.R.S. 2. Monasterevin Road opposite Catholic Church 3. South of I.R.S. near junction with Meeting Lane 4. Site to West of Dominican Church
M8	Inner Relief Street/Dominican Church site.	Public Transport: <ul style="list-style-type: none"> • Provide quality bus waiting area in vicinity of Dominican Church. • Install additional bus stops at eastern and Western edge of town centre cell
M9	River Barrow: North of Cromaboo Bridge	Pedestrians/Cyclists: <ul style="list-style-type: none"> • Construction of slow mode bridge crossing of the River Barrow. Potential bridge to link schools, parks, playing fields and residential areas on both side of the river, thereby providing safe routes to school avoiding the need to access the town centre. • Construct Footway cycle path linking adjacent residential areas (e.g.

Obj:	Location	Measures
		Greenhills) and schools to new footbridge.
M10	Grand Canal: St Dominic's Park.	<p>Pedestrians/Cyclists:</p> <ul style="list-style-type: none"> Construction of slow mode bridge crossing of the Grand Canal. Potential Bridge to link existing and future employment sites to residential areas north of Town Centre. Potential link would significantly reduce walking distance between two sites thus increasing likelihood of sustainable trips.
M11	Future development sites:	<p>Pedestrians/Cyclists:</p> <ul style="list-style-type: none"> Detailed below are a number of proposed footway/cycle tracks to be constructed in line with the development of future residential, commercial or employment sites: Footway/cycle track linking Ardrew residential development to the redeveloped Tegral site and the town centre. Route requires construction of slow mode bridge over the Grand Canal. Footway/cycle track linking east Conneyburrow residential development to the rail station and Town Centre. Route includes spur to the future low/high density employment developments to the south of the southern bypass route. This will require construction of slow mode bridge over the existing rail line. Footway/cycle track linking potential low/high density employment developments to the south east of the town to the rail station and town centre. Footway/cycle track linking future residential developments to the northeast of the town to the town centre and town centre schools. Route requires construction of slow mode bridge over the existing rail line. With reference to the traffic management proposals of the N78 Athy Relief Street preliminary Design Report, provide for segregated cycle lane on each side of new street. Cyclist priority measures to be included in design of junctions.
M12	Southern Distributor Route	<p>Vehicular:</p> <ul style="list-style-type: none"> Construction of local access routes along the alignment of the Southern Bypass as proposed in the Athy Development Plan 2000 (Objective T1)
Long Term Measures		
L1	Outer Southern Bypass	<p>Vehicular:</p> <ul style="list-style-type: none"> Construction of Outer Southern Bypass to the south of Ardrew and Conneyburrow. Route avoids severance of residential estates to the south of the town centre. Route requires rail and river crossing.

Table B1: Global SATURN and MEPLAN Statistics

MEPLAN Modal Split by Purpose: Internal trips		2002	2016		
		Present Day	Do Minimum	Southern Distributor Route and Slow Modes Network	Outer Bypass and Slow Modes Network
Work	Car	72%	70%	52%	52%
	Sustainable Modes	28%	30%	48%	48%
Education	Car	68%	65%	47%	47%
	Sustainable Modes	32%	35%	53%	53%
Shopping	Car	67%	66%	49%	48%
	Sustainable Modes	33%	34%	51%	52%
Other	Car	57%	55%	46%	45%
	Sustainable Modes	43%	45%	54%	55%
Global	Car	68%	65%	49%	48%
	Sustainable Modes	32%	35%	51%	52%

Global Saturn Statistics

Total Number of Car Trips		2530	6143	5420	5272
Simulation Network	Total Travel Time (pcu/hrs)	152.8	2035	443	462
	Total Travel Distance (pcu kms)	7163	17941	16541	17184
	Average Speed (km/hr)	46.9	8.8	37.3	37.1

Table B2: SATURN Assigned traffic Flows AM peak

LOC	DIRECTION AND WAY		TRAFFIC FLOWS											
			2002			2016								
			IRS only			IRS only			IRS + SD			IRS + OB		
			Demand Flow	Actual flow	Queue Flow	Demand Flow	Actual flow	Queue Flow	Demand Flow	Actual flow	Queue Flow	Demand Flow	Actual flow	Queue Flow
1	Stradbally Road	N	188	188	0	393	263	130	365	365	0	371	365	6
		S	210	210	0	439	319	120	403	403	0	390	390	0
2	N 78 Upper William Street	E	363	363	0	1137	1137	0	479	479	0	533	532	1
		W	224	224	0	875	557	318	372	370	2	519	502	17
3	N 78 William Street	E	362	362	0	108	83	25	90	90	0	99	99	0
		W	241	241	0	513	258	255	403	403	0	390	384	6
4	Inner Relief Street east of Convent Lane	E				1424	781	643	725	721	4	780	758	22
		W				969	612	357	459	458	1	563	550	13
5	Convent Lane	N	31	31	0	531	285	246	317	305	12	314	290	24
		S	89	89	0									
6	Duke Street between Convent Lane and Burrow Quay	E	411	411	0	407	217	190	229	220	9	235	217	18
		W	493	493	0									
7	Inner Relief Street between Convent Lane and Burrow Quay	E				980	509	471	413	402	11	475	437	38
		W				1479	954	525	792	791	1	900	893	7
8	Stanhope Street	N	211	211	0	519	374	145	350	346	4	342	333	9
		S	214	214	0	702	635	67	576	575	1	538	536	2
9	Emily Row	N	163	163	0	293	229	64	228	228	0	209	207	2
		S	189	189	0									
10	Carlow Road	N				699	644	55	600	600	0	555	554	1
		S				265	140	125	304	301	3	226	218	8
11	Leinster Street	E	342	342	0	798	670	128	543	542	1	515	512	3
		W	355	355	0									
12	Inner Relief Street east of Emily Road	NE				733	381	352	509	500	9	525	495	30
		SW				1093	932	161	759	758	1	774	771	3
13	N 78 Boherboy	E	569	569	0	1114	846	268	645	641	4	679	666	13
		W	415	415	0	836	796	40	578	578	0	645	644	1
14	Andrew Road	N							360	360	0	192	191	1
		S							177	177	0	87	85	2
15	Southern Distributor west of Andrew Road	E							443	443	0	72	72	0
		W							253	252	1	101	101	0
16	Southern Distributor east of Andrew Road	E							672	672	0	77	76	1
		W							520	519	1	19	19	0
17	Southern Distributor east of Carlow Road	E							588	588	0	18	18	0
		W							382	382	0	20	20	0
18	Outer By-Pass east of Carlow Road	E										472	472	0
		W										205	204	1
19	Outer By-Pass west of Carlow Road	E										515	515	0
		W										352	350	2

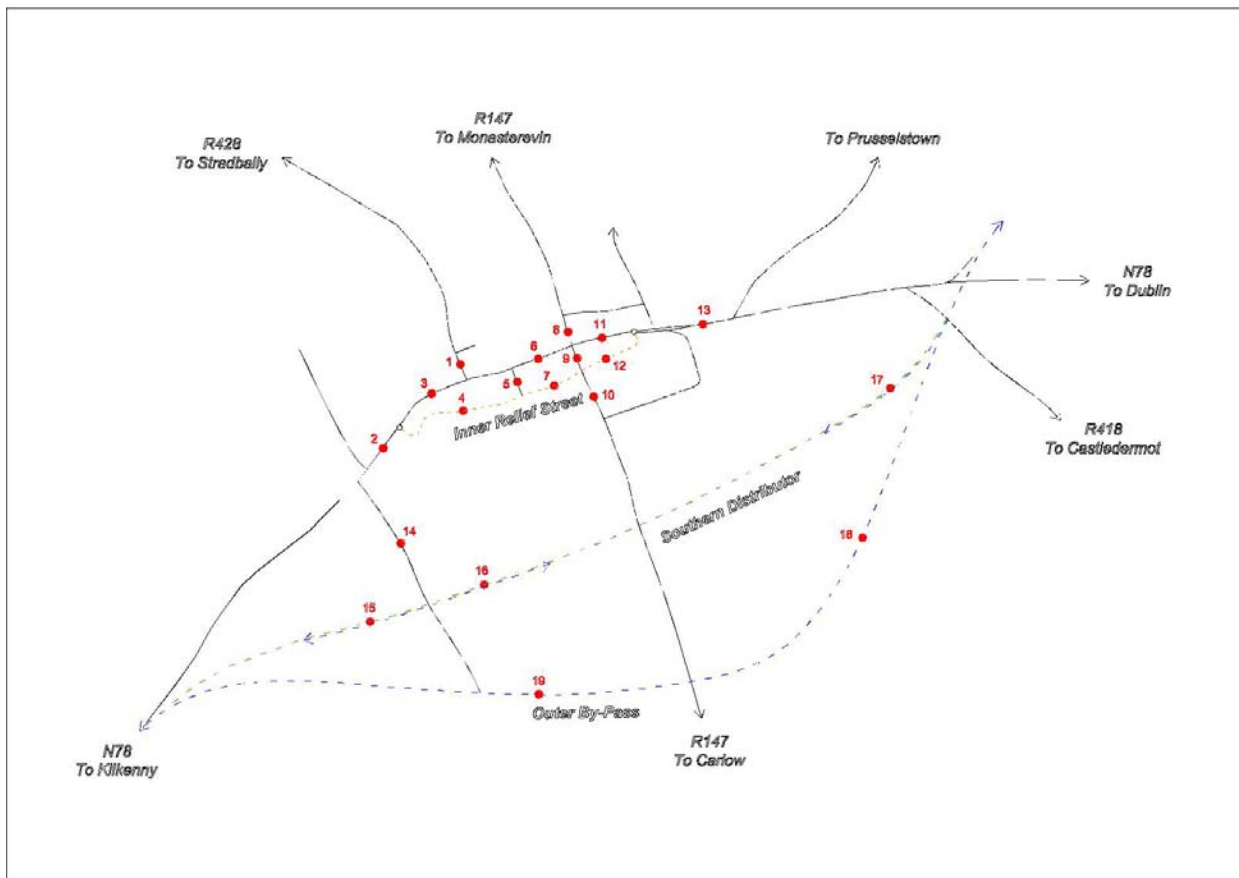


Figure B1: Assignment Flows Location Map

