



Kildare County Council
Comhairle Contae Chill Dara

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Maynooth and Environs Draft Transport Strategy

– Phase 2 Public Consultation Summary Document

Maynooth and Environs - Draft Transport Strategy Consultation

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



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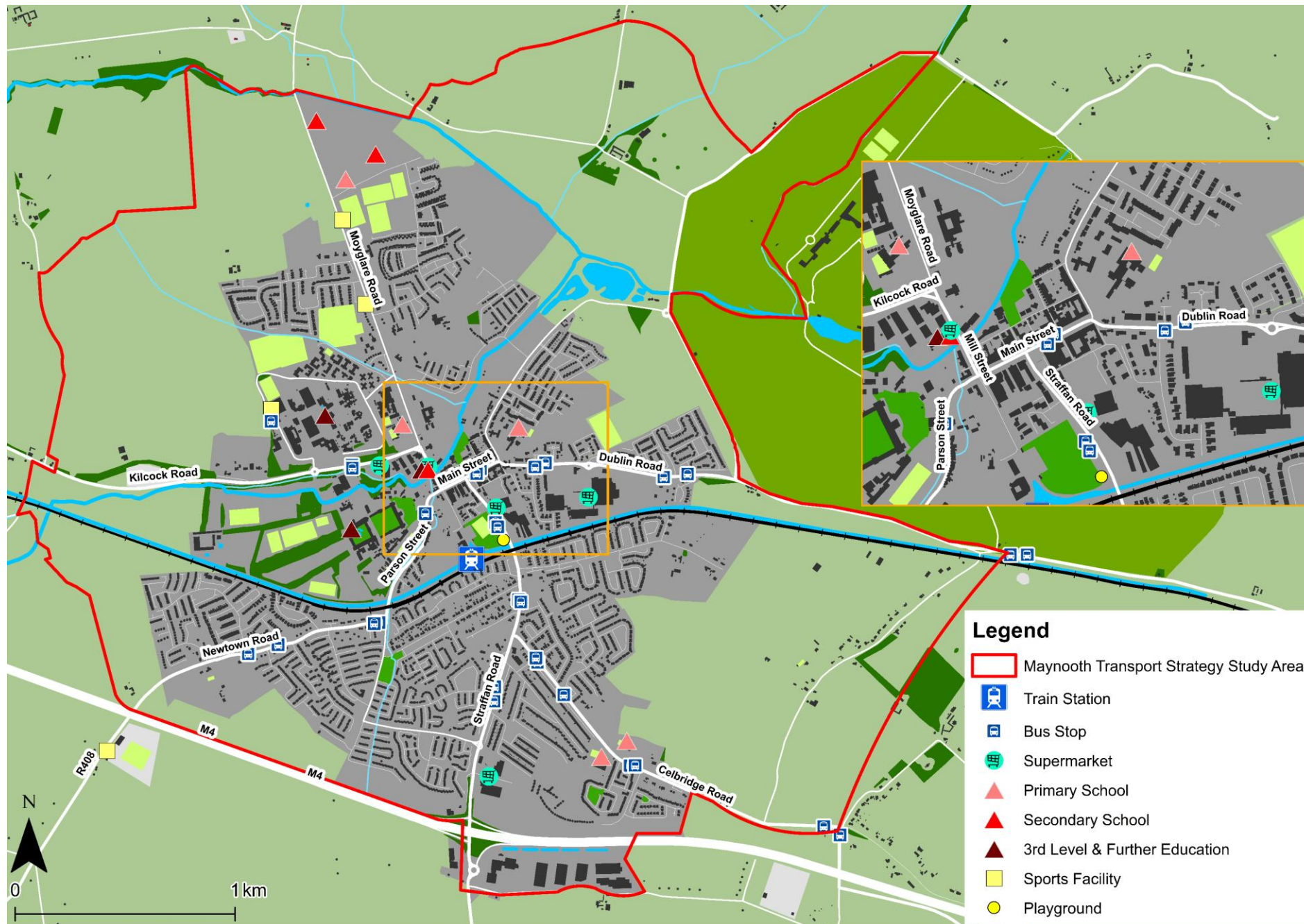
Overview of Maynooth and Environs Transport Strategy and Project Context

Overview of Maynooth and Environs Transport Strategy

- The draft strategies involve walking, cycling, public transport, roads, decarbonisation and parking measures
- Phase 1 consultation involving the public, councillors and key stakeholders (e.g. schools & NUIM) took place in Autumn 2021
- Phase 2 public consultation to obtain feedback on the draft transport strategy is planned to commence later in November
- Measures from the transport strategy will be incorporated into the new Local Area Plan



Maynooth and Environs Transport Strategy Study Area



Maynooth and Environs Transport Strategy Overall Objectives

The Maynooth and Environs Transport Strategy has the following objectives:

1. Promote Maynooth's Town Centre as the core of activity and prioritise the improvement of its transport functionality, thus making Maynooth a more attractive place to live, work, visit, study and socialise
2. Improve sustainable travel infrastructure to connect Maynooth with neighbouring settlements in Kildare and the Greater Dublin Area
3. Provide sufficient transport infrastructure to facilitate population and employment growth targets for Maynooth
4. Ensure sustainable development and compact growth in Maynooth through integrated land-use-transport planning
5. Encourage modal shift from private motor vehicles to sustainable travel modes, thereby supporting the aims of Maynooth Decarbonising Zone
6. Improve public health and well-being by promoting active travel

Future Growth of Maynooth and Environs

- In 2016, the population of the Maynooth Electoral Divisions was 15,998 (Census), by 2022 this had grown to 18,679 people
- Regional Spatial and Economic Strategy (RSES) and County Development Plan (CDP) have allocated significant population and employment growth to Maynooth by 2040
- This growth will be accommodated as follows in Maynooth:
 - 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 Maynooth needs to reduce to accommodate this growth
- This will require significant 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 strategy needs to radically improve conditions for walking, cycling and public transport in Maynooth to accommodate the planned population/employment growth
- Future road infrastructure will need to have a clear sustainable travel rationale



Maynooth Decarbonisation Zone

- The National Climate Action Plan required local authorities to:

*‘Identify and deliver a **Decarbonisation Zone** within the local authority area – a test bed for a range of climate mitigation, adaption and biodiversity measures through the identification of projects and outcomes that will assist in the delivery of the National Climate Objectives’*

- In Kildare, **Maynooth** was selected as the pilot decarbonisation zone
- Transport accounts for 20% of Ireland’s green house gas emissions, the Maynooth transport strategy has a responsibility to reduce carbon emissions from transport to contribute to achieving the Decarbonisation Zone objective
- This will focus on modal shift from car use to walking, cycling and public transport
- Maynooth Transport Strategy will not deal with other carbon sources e.g. energy, housing insulation, etc.

Future Transport Infrastructure Assumptions

Maynooth transport infrastructure is expected to improve in future years and the transport strategy assumes the following changes will occur:

DART +

- Assumes DART+ West has been implemented with greater frequencies and capacity

BusConnects

- Assumes BusConnects route/name changes implemented
- New route implemented into north Maynooth along the Moyglare Road

GDA Transport Strategy Rail Improvements

- Two new train stations implemented: Maynooth West and Intel Stations

Roads Improvements

- Completion of the Straffan Link Road
- M4/N4 improvements and implementation of bus priority

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 (e.g. providing alternative roads like the MOOR before implementing bus priority measures). The phasing should be viewed as indicative and subject to delays from the appraisal, planning and design processes and subject to funding.



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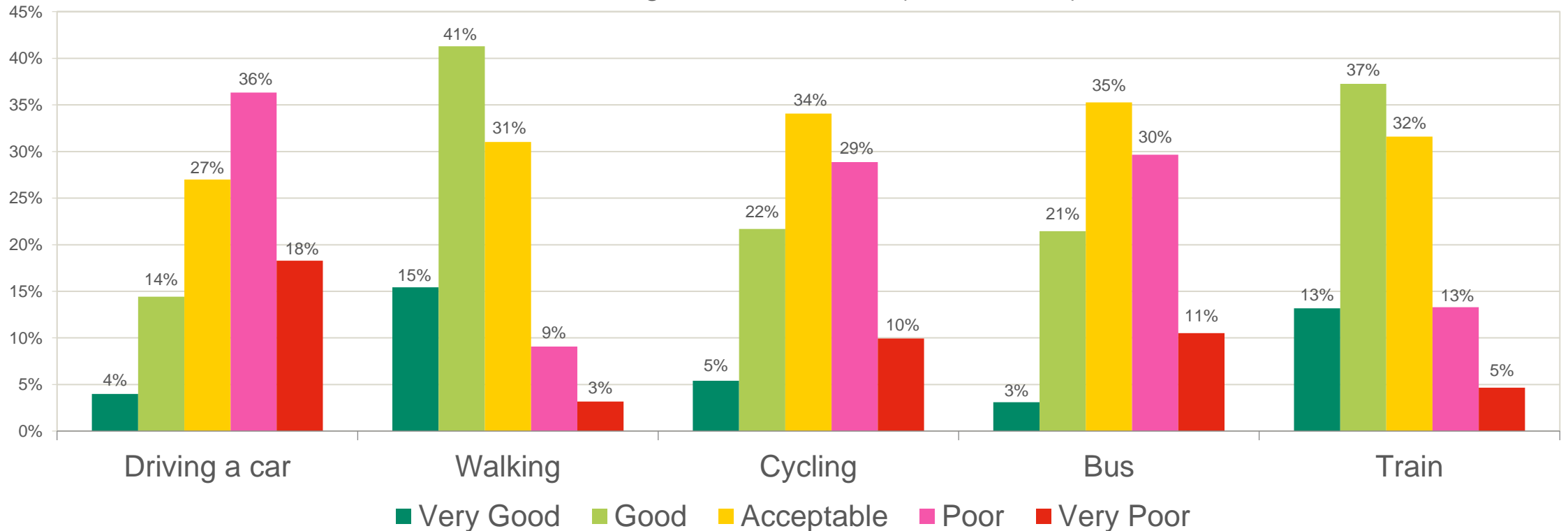
Reference Slides – Phase 1 Consultation Summary of Key Results

Conducted in Late 2021

Rating Maynooth's Existing Transport Infrastructure

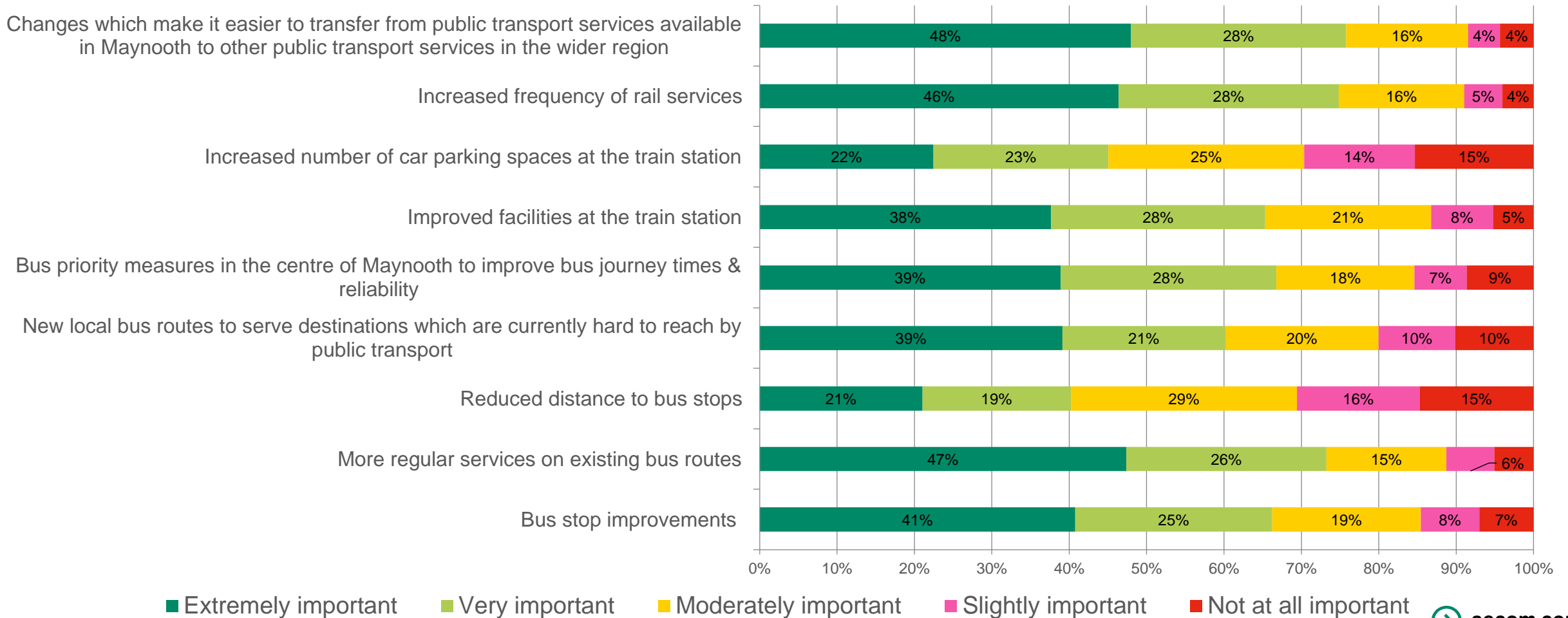
- Negative view of existing driving, cycling and bus infrastructure in Maynooth
- Existing walking and rail infrastructure viewed more positively

How would you rate the existing transport infrastructure in and around Maynooth for each of the following modes of travel? (All, N=1,608)



Rating Different Public Transport Improvement Ideas

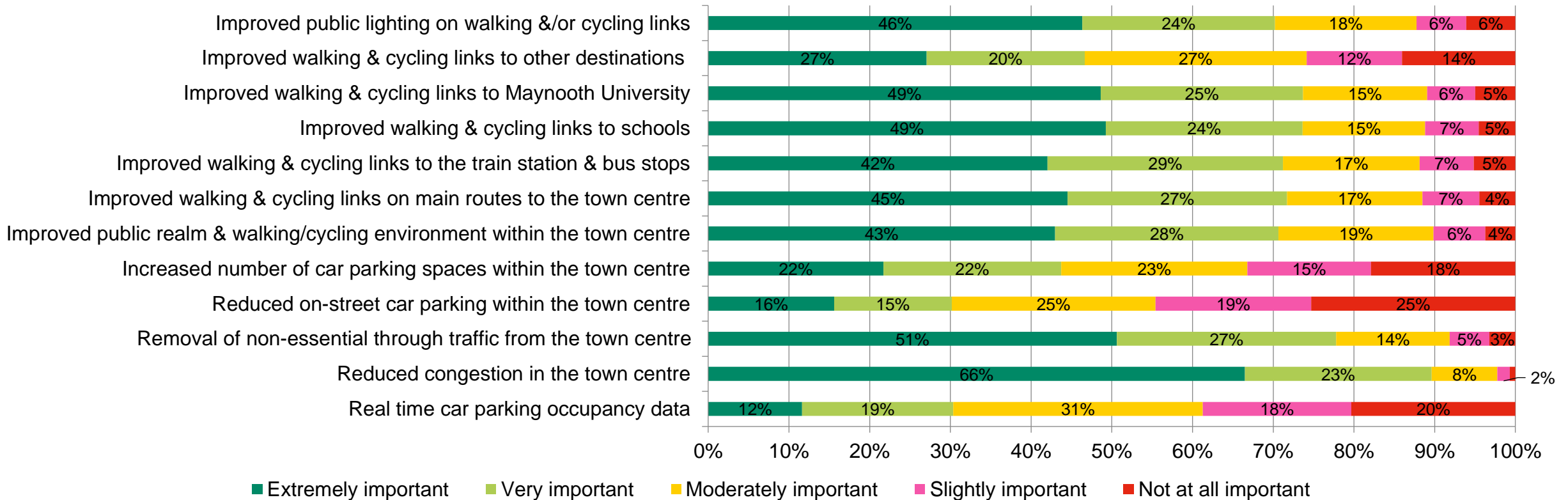
- Popular ideas: greater rail/bus frequencies, better bus stops and easier interchange between services



Rating of Different Walking, Cycling or Parking Improvements

- Popular ideas: Improved public lighting, better walking/cycling routes, reduced congestion in town centre, removal of non-essential traffic through town centre

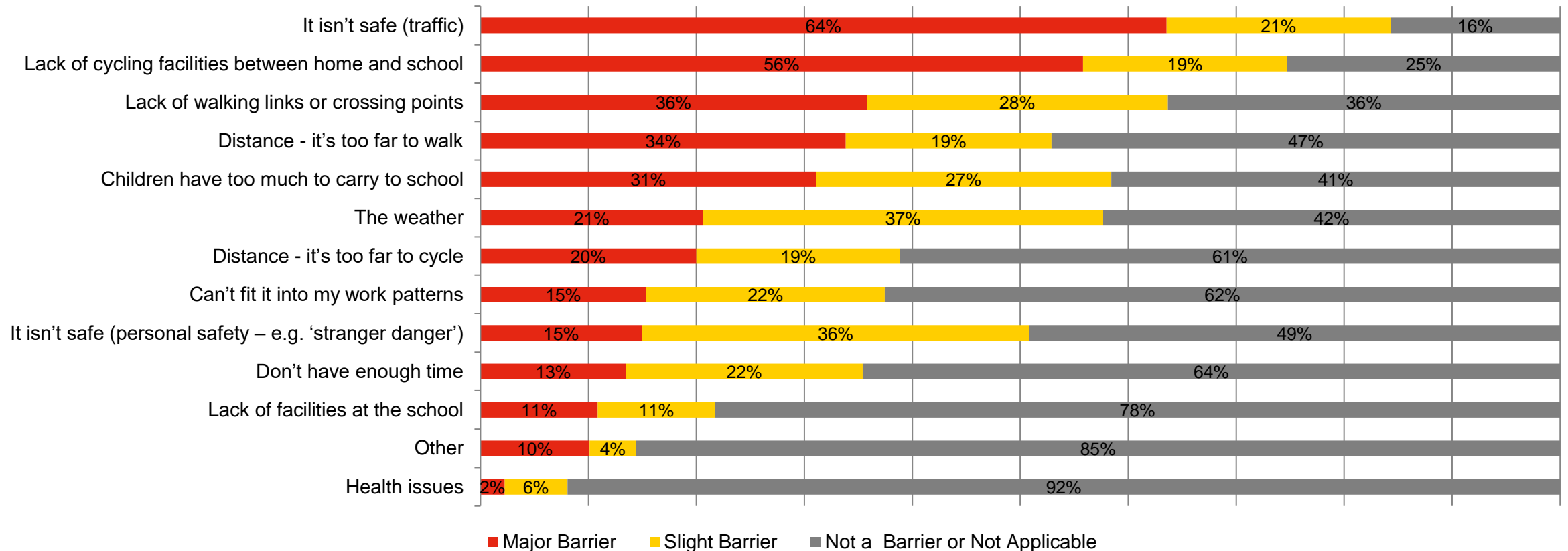
Which of the following transport improvements would you like to see implemented within Maynooth?
Please rate each of the following from 'Extremely important' to 'Not at all important' (N=1,608)



Barriers to Active Modes for School Trips in Maynooth

- Main Issues: Unsafe routes, lack of segregated walking/cycling infrastructure, lack of crossing points, distance to school

Barriers to active travel to school as perceived by respondents who have children attending primary or secondary school in Maynooth (N=535)





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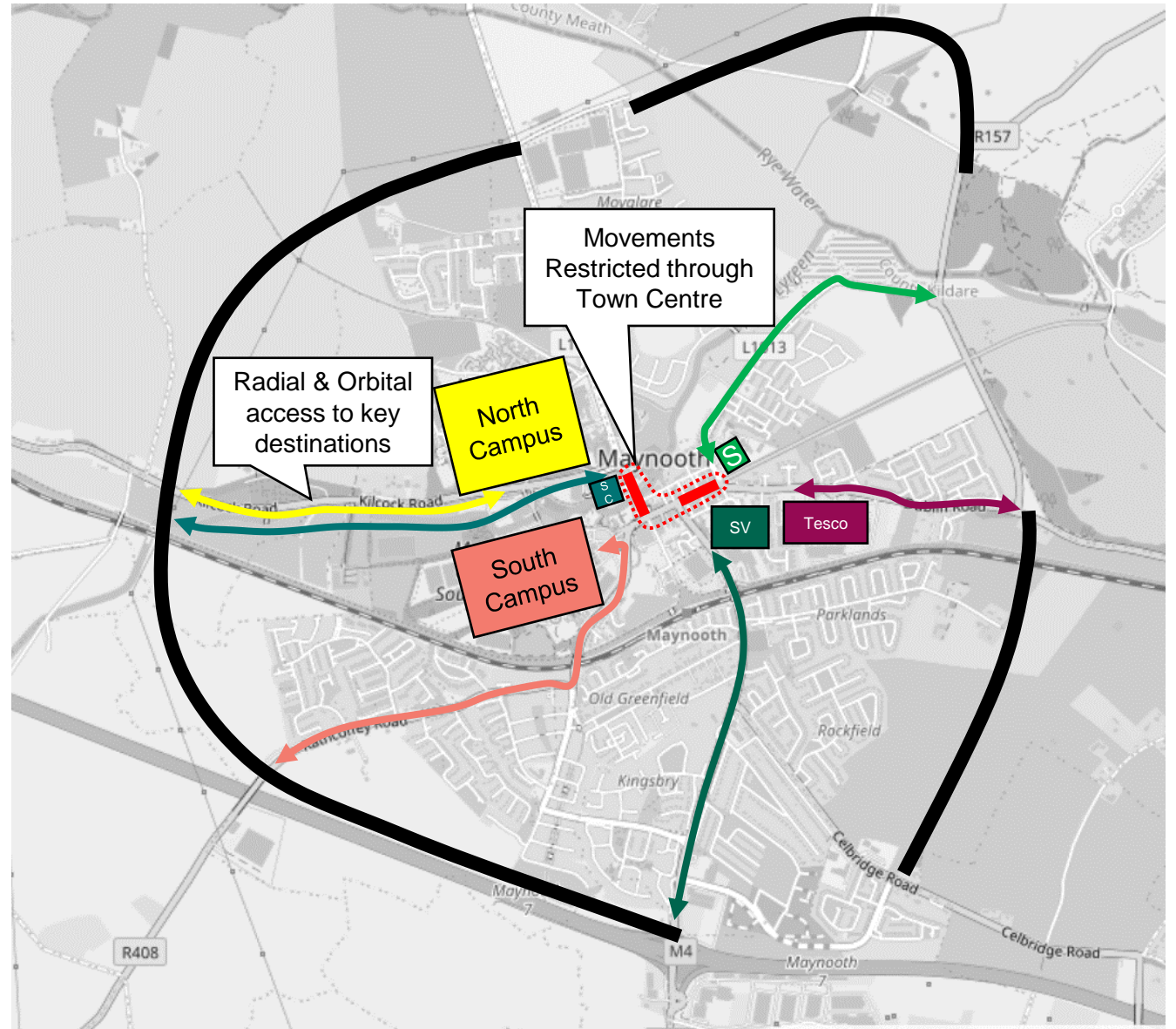
Draft Roads Strategy

Road Strategy Objectives

1. Reduce car dependency by promoting mode transfer to walking, cycling and public transport
2. Reduce unnecessary vehicular trips through Maynooth 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 Maynooth
5. Work with Maynooth University to improve transport access to the Campus
6. Provide efficient access to existing or proposed park and ride facilities

Overall Concept for Future Roads and Town Centre in Maynooth

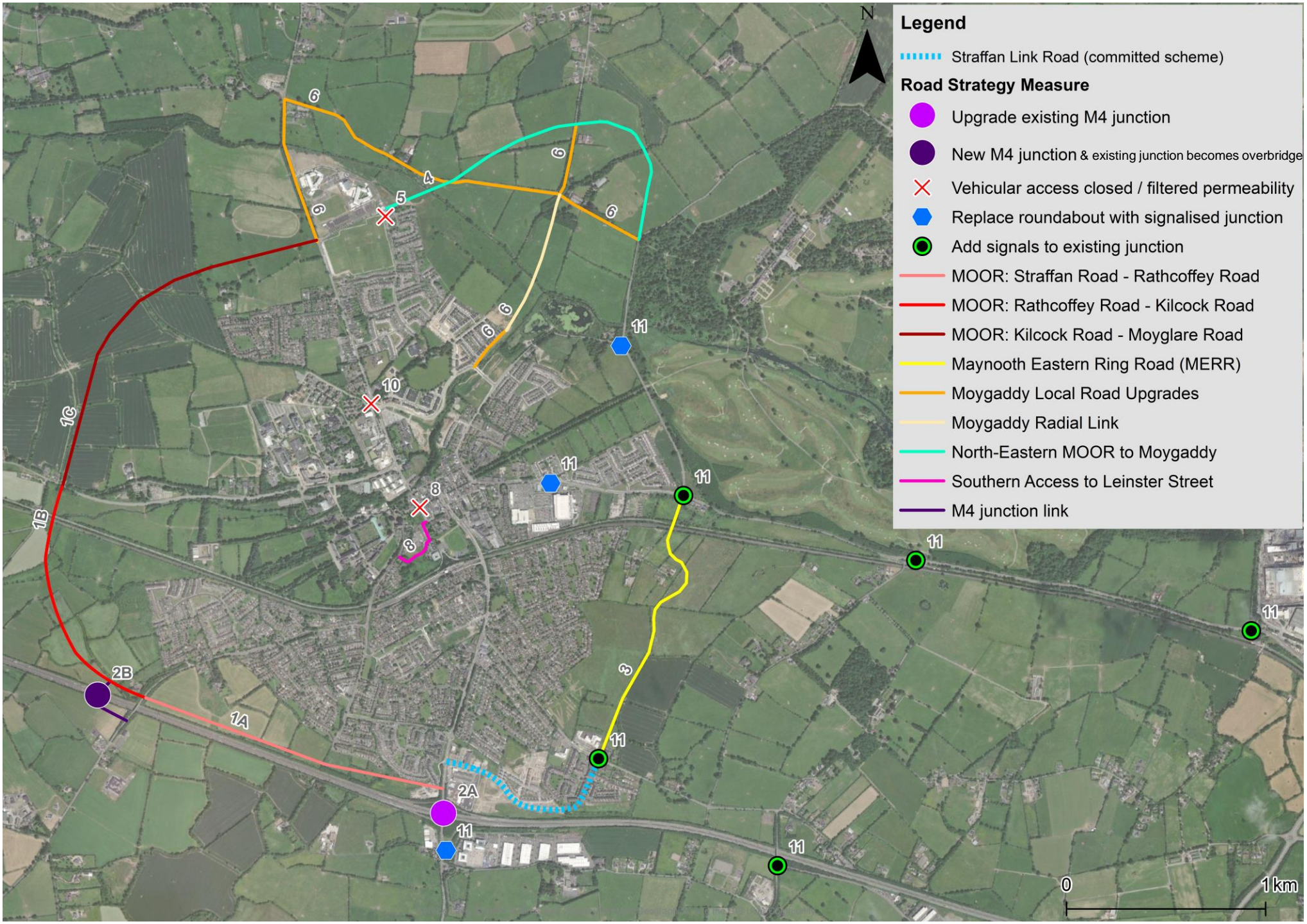
- Cross-town centre trips by private motor vehicles will be heavily discouraged
- Every major trip destination outside the town centre remains accessible by car but needs to be accessed via an orbital road + closest approach road
- Preferred modes of transport for town centre trips will be walking, cycling and public transport
- This approach will provide priority to public transport, reduce congestion in the town centre, provide space reallocation for walking/cycling and maintain car access to key destinations
- There needs to be a clear sustainable travel rationale to justify this level of road construction



Draft Roads Strategy

Draft Strategy Measure	Name	Shown on Strategy Map?
1A	Maynooth Outer Orbital Road (MOOR): Straffan Road to Rathcoffey Road	Yes
1B	MOOR: Rathcoffey Road-Kilcock Road	Yes
1C	MOOR: Kilcock Road-Moyglare Road	Yes
2A	Upgrade Existing M4 Junction	Yes
2B	Provide one new M4 junction and convert existing M4 junction to an overbridge	Yes
3	Maynooth Eastern Ring Road (MERR)	Yes
4	Reduce Speed Limits Across Maynooth	No – Shown on separate slide
5	North-Eastern MOOR to Moygaddy	Yes
6	Moygaddy Radial Link and Local Road Upgrades	Yes
7	Provide Additional Green Time at Traffic Signals for Pedestrians, Cyclists and Buses	No – Policy
8	New Southern Access to Leinster Street from Parsons Street	Yes
9	HGV Ban in Maynooth (excluding delivery times) within MOOR/MERR	No – Policy
10	Close Eastern Maynooth University Entrance to Motor Vehicle Traffic	Yes
11	Introduce New Signalised Junctions	Yes

Draft Roads Strategy



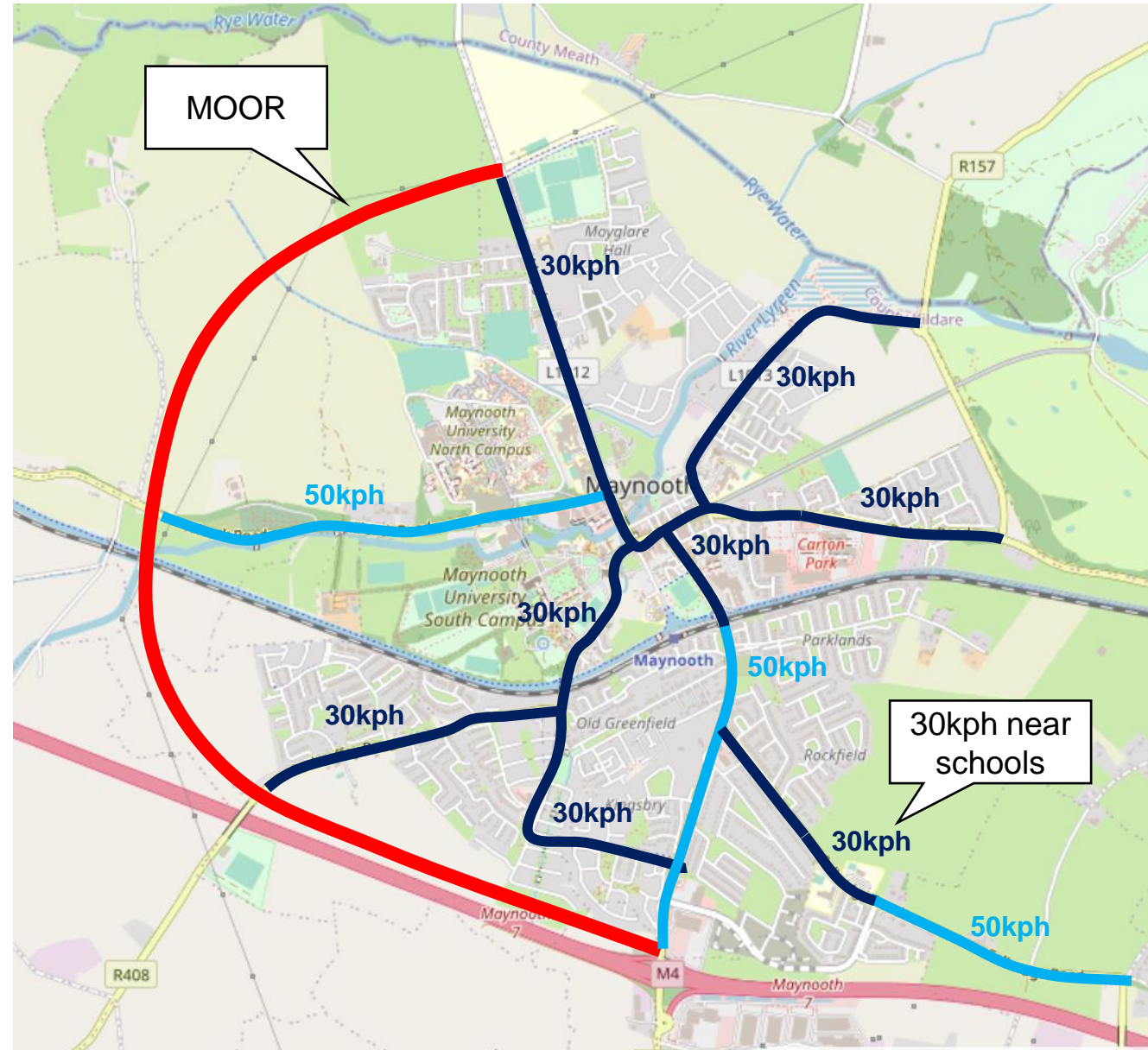
- Legend**
- ▬▬▬▬ Straffan Link Road (committed scheme)
- Road Strategy Measure**
- Upgrade existing M4 junction
 - New M4 junction & existing junction becomes overbridge
 - ✕ Vehicular access closed / filtered permeability
 - ⬠ Replace roundabout with signalised junction
 - ⊙ Add signals to existing junction
 - ▬ MOOR: Straffan Road - Rathcoffey Road
 - ▬ MOOR: Rathcoffey Road - Kilcock Road
 - ▬ MOOR: Kilcock Road - Moyglare Road
 - ▬ Maynooth Eastern Ring Road (MERR)
 - ▬ Moygaddy Local Road Upgrades
 - ▬ Moygaddy Radial Link
 - ▬ North-Eastern MOOR to Moygaddy
 - ▬ Southern Access to Leinster Street
 - ▬ M4 junction link

Note on Measure 2A and 2B: M4 Junction Improvements

- A parallel M4 study called 'Maynooth to Leixlip Project' is currently taking place to identify potential improvements to the M4 corridor and its junctions. There are currently two options under consideration in relation to the Maynooth Junction:
 - Measure 2A: Upgrade existing M4 junction
 - Measure 2B: Provide one new M4 junction and convert existing M4 junction to an overbridge
- The preferred option for improving the M4 identified by the project team for the 'Maynooth to Leixlip Project' will be taken into consideration as part of the Maynooth Transport Strategy

Measure 4: Reduce Speed Limits in Maynooth

- Reducing speeds in the existing urban area will improve safety and encourage vehicle transfer to the orbital bypass
- Introduce slower 30kph zones for lower capacity roads, residential areas, roads near schools and town centre areas
- Measure will require new signage and enforcement
- Slower speeds could be implemented in a phased manner as the orbital roads (e.g. MOOR, MERR) are introduced





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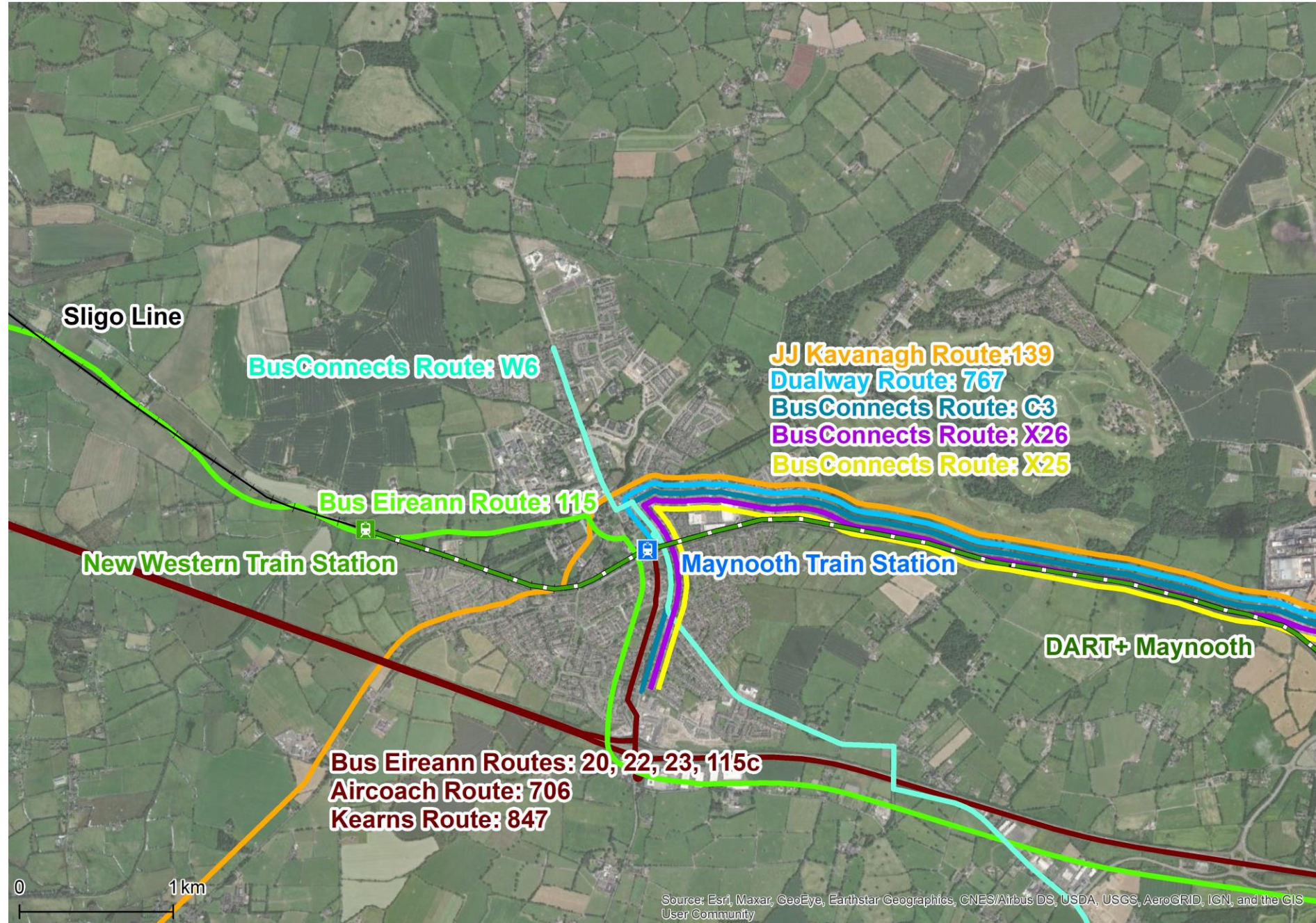
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Draft Public Transport Strategy

Public Transport Strategy Objectives

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

Public Transport Strategy – Committed Public Transport Measures



Public Transport Strategy – Proposed Short Term Infrastructure Map

Delivery of all short term public transport infrastructure measures are linked to the Maynooth Eastern Ring Road being in place to provide alternative routing for general traffic



Public Transport Strategy – Proposed Short - Short Term Measures

Upgrade of Bus and Rail Infrastructure



Upgrade of Maynooth Train Station



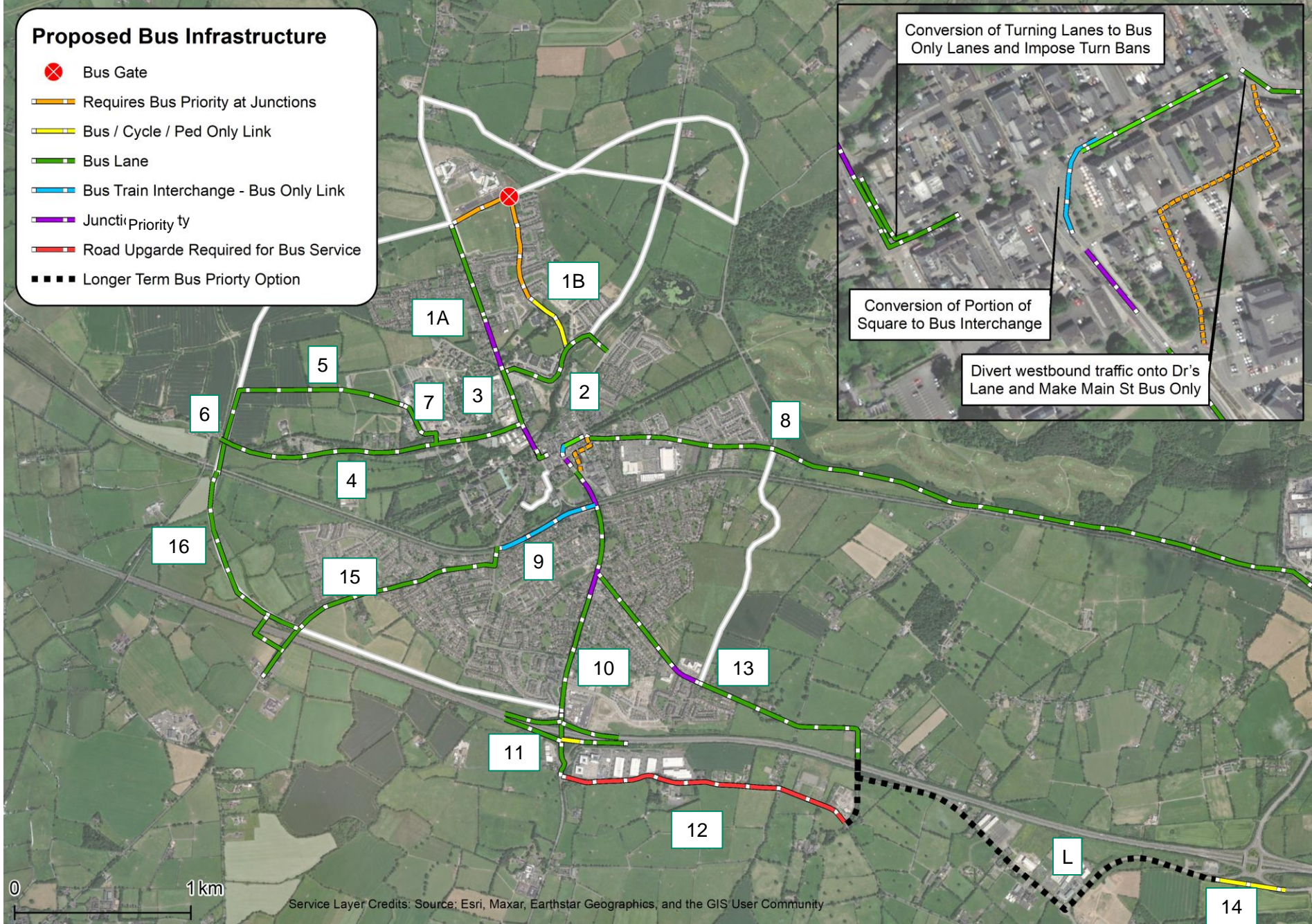
Upgrade of Existing Bus Stops



Public Transport Strategy – Proposed Short Term Infrastructure Table

Measure	Description
1 A	Remove westbound general traffic from Main Street
1 B	Accommodate westbound general traffic from Main Street on Doctors Lane
2	Conversion of part of Maynooth Square to two way bus land and interchange
3	Right turn ban on Straffan Road to Main Street
4	General traffic turn ban from Main Street to Mill Street with conversion of turning lane to bus only
5	General traffic turn ban from Mill Street to Main Street with conversion of turning lane to bus only
6	KCC will work collaboratively with the NTA to agree the upgrade of key bus stops within Maynooth
7	KCC will work collaboratively with the NTA and Irish Rail Upgrade of Maynooth Train Station with a focus on making it more accessible for all (e.g. provision of lifts)
8	KCC will work collaboratively with the NTA to agree the installation of new bus stops for new and proposed bus services

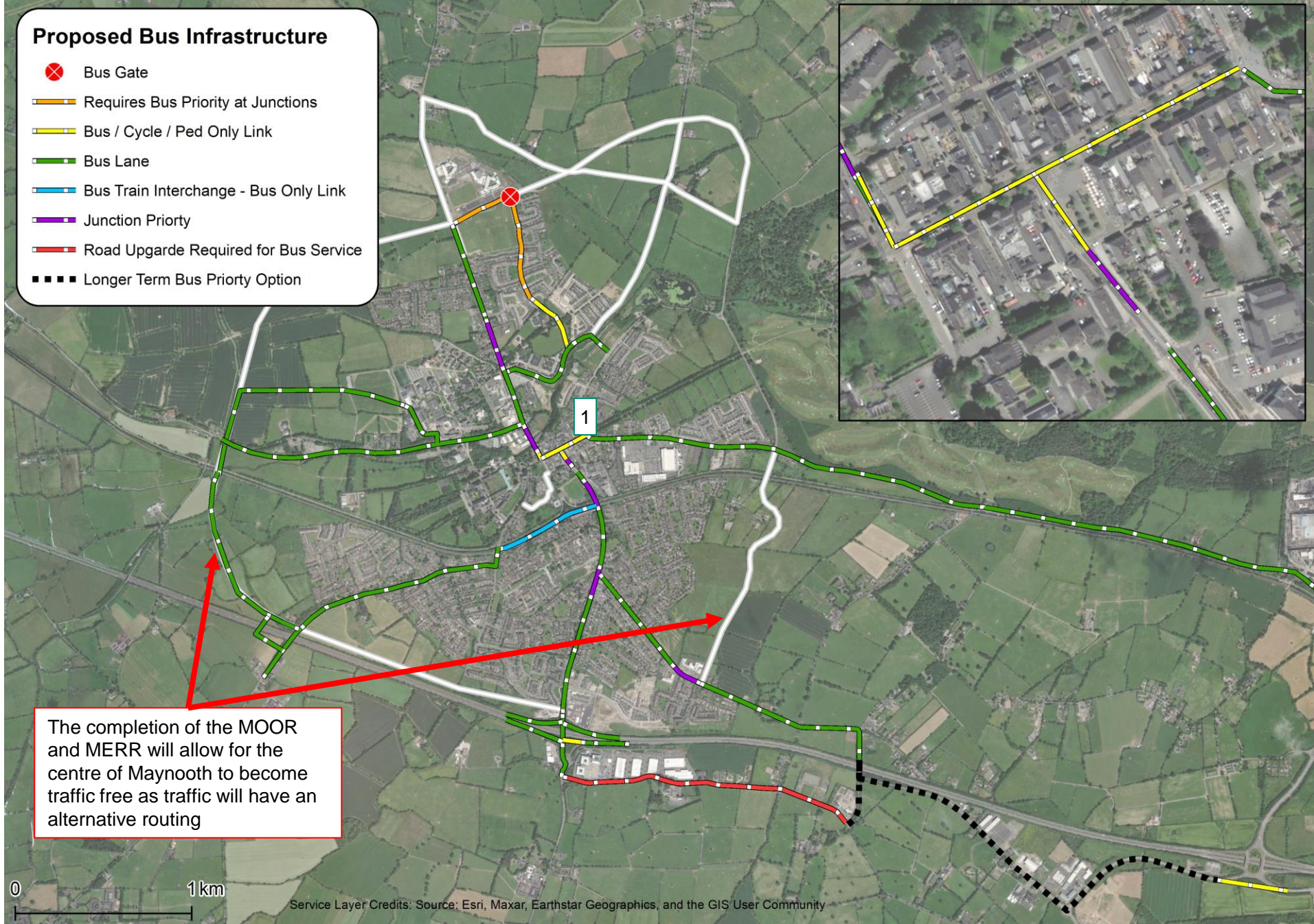
Public Transport Strategy – Proposed Short Term + Medium Term Infrastructure Map



Public Transport Strategy – Proposed Medium Term Infrastructure Table

Measure	Description
1A	Installation of bus lanes on Moyglare Road and priority junction arrangement at pinch point to allow bus gain jump over general traffic
1B	Bus only Junction arrangement (bus gate) at Moyglare Hall Estate at School Road, new bus, cycle and pedestrian link connecting Moyglare Hall Estate to Lyreen Avenue
2	Junction priority at the junctions of Lyreen Avenue - Moyglare Road and Lyreen Avenue – Dunboyne Road and installatio of one direction bus land along Lyreen Avenue
3	Installation of bus lanes on Moyglare Road from junction of Lyreen Avenue to Mill Street with installation of priority junction arrangement at pinch point
4	Installation of bus lanes on Kilcock Road to junction with Moyglare Road
5	New Bus Lanes through new residential development area
6	Portion of western orbital with bus lane
7	New bus lane through Maynooth Campus to connect back onto Kilcock Road
8	Installation of bus lanes on Lexlip Road
9	New bus rail interchange at Maynooth Train Station – involves the removal of general car parking
10	Installation of bus lanes on Straffan Road
11	Installation of bus lanes on all slips of M4 Junction with new bus only link on southern exit arm to allow buses skip Straffan Rd Roundabout
12	Upgrade of Ballygoran to cater for bus services
13	Installation of bus lanes on Celbridge Road
14	New bus, cycle and pedestrian link on southside of Lexlip M4 Junction
15	Installation of bus lanes on Newtown Road and proposed new M4 Junction slips
16	Installation of bus lanes on Section 1b of outer orbital
L	Longer term bus priority option on Maynooth Road – not required under the lifetime of this plan

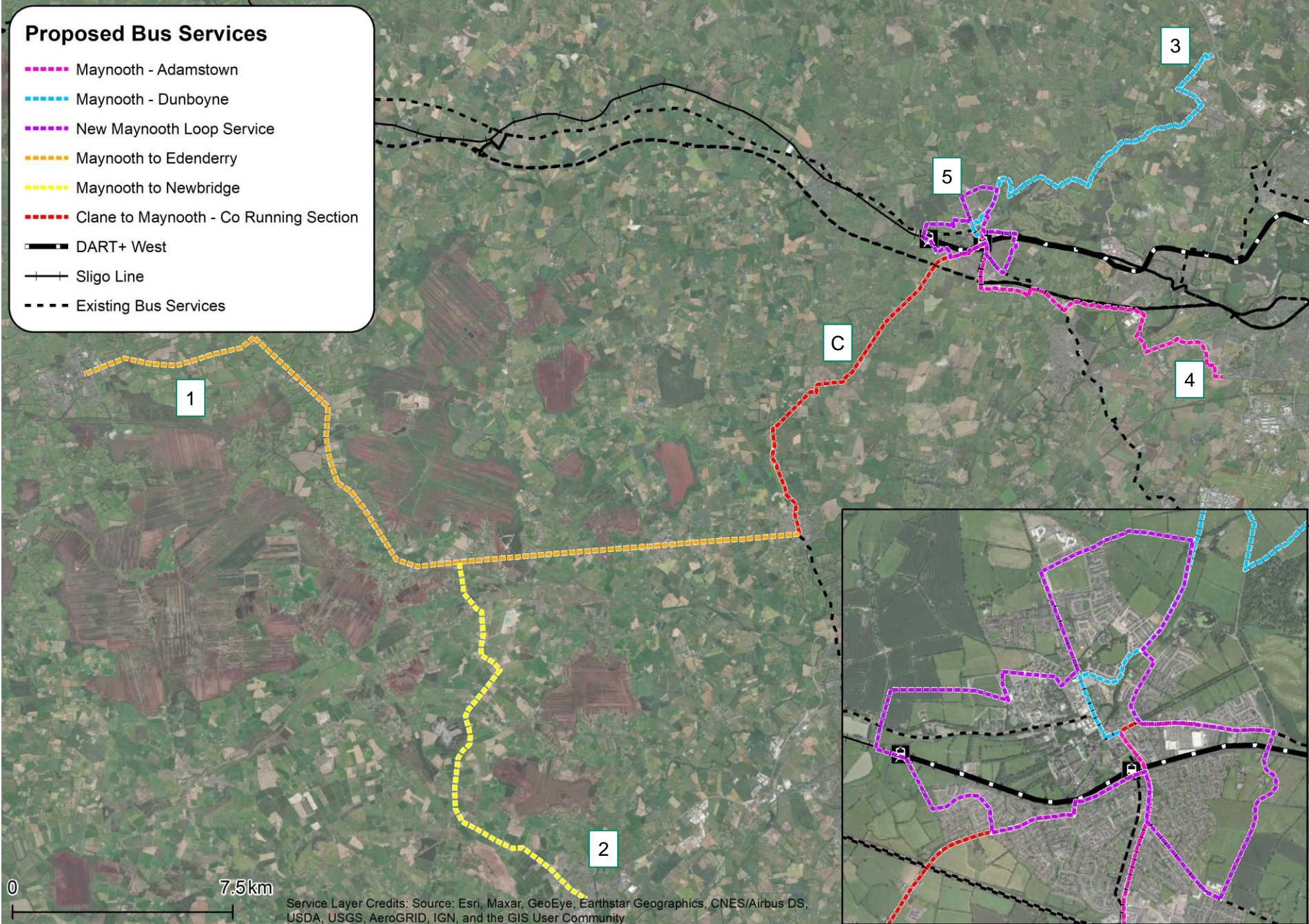
Public Transport Strategy – Proposed Medium Term + Long Term Infrastructure Map



Public Transport Strategy – Proposed Long Term Infrastructure Table

Measure	Description
1	Main Street, Straffan Road and Mill Street to bus, pedestrian and cycle only.

Public Transport Strategy – Proposed Short - Medium Term Services Map



Public Transport Strategy – Proposed Short - Medium Term Services Map

Measure	Description
1	New Service to New Service to Edenderry
2	New Service to Newbridge
C	Co-running of new services from New Service from Edenderry and Newbridge with existing 139 service to provide higher frequency between Maynooth and Clane
3	New Service to Dunboyne – possibility to extend service east to Damastown or Clonee
4	New Service to Adamstown - possibility to extend service south to Grange Castle Business Park
5	New Maynooth loop bus service
Frequency	KCC will work collaboratively with the NTA to improve the frequency on key bus service serving Maynooth



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Draft Walking Strategy

Walking Strategy Objectives

1. Create an integrated walking network for Maynooth 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, the university and public transport
3. Improve safety for pedestrians, particularly for vulnerable road users, through the creation of new crossing points and footpaths
4. Provide walking links between Maynooth, Kilcock, Leixlip and Celbridge
5. Promote modal shift from the private car to walking, particularly for short-medium distance trips

Walking Strategy- Link Categories

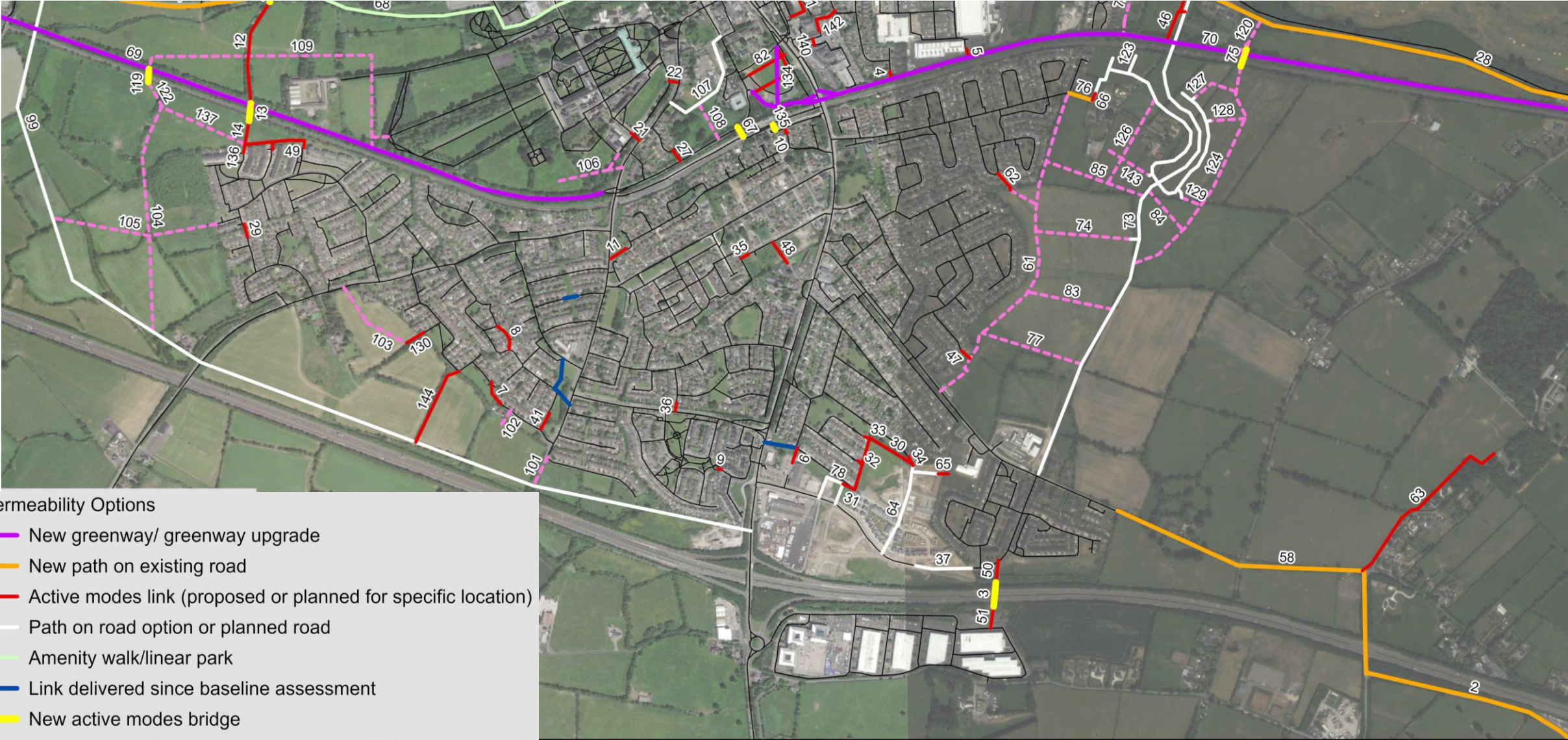
- **New greenway / greenway upgrade:** Planned Royal Canal Greenway link to Leixlip and connection through Harbour Field, proposed upgrades to Maynooth – Kilcock section (e.g. improved surface, public lighting)
- **New path on existing road:** Proposed provision of a footpath adjacent to an existing 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 planned road:** A road option from the roads strategy or a planned new road (e.g. Straffan Link Road and planned / under construction residential estate roads) which will include footpaths
- **Amenity walk / linear park:** In contrast to links in the ‘Active modes link’ and ‘Link to / through future development area’ categories, some or all of these links focused along the Lyreen River will not have lighting and may be inaccessible to cycles
- **New active modes bridge:** Proposed new bridges which should be accessible for cycling as well as walking
- **Link to / through future development area:** Proposed link to / through a future development area. The locations shown for these links are indicative only as actual future links will be dependent on the layout of new areas and transport links provided for other modes. These links will encompass a mix of infrastructure types
- **Link delivered since baseline assessment:** Links which are now in place but which were not included in the baseline permeability assessment and will be included in the future network assessment

Draft Walking Strategy - Overview



- Permeability Options
- New greenway/ greenway upgrade
 - New path on existing road
 - Active modes link (proposed or planned for specific location)
 - Path on road option or planned road
 - Amenity walk/linear park
 - Link delivered since baseline assessment
 - New active modes bridge
 - Link to/through future development area (indicative location)

Draft Walking Strategy – South Detail



- Permeability Options
- New greenway/ greenway upgrade
 - New path on existing road
 - Active modes link (proposed or planned for specific location)
 - Path on road option or planned road
 - Amenity walk/linear park
 - Link delivered since baseline assessment
 - New active modes bridge
 - Link to/through future development area (indicative location)

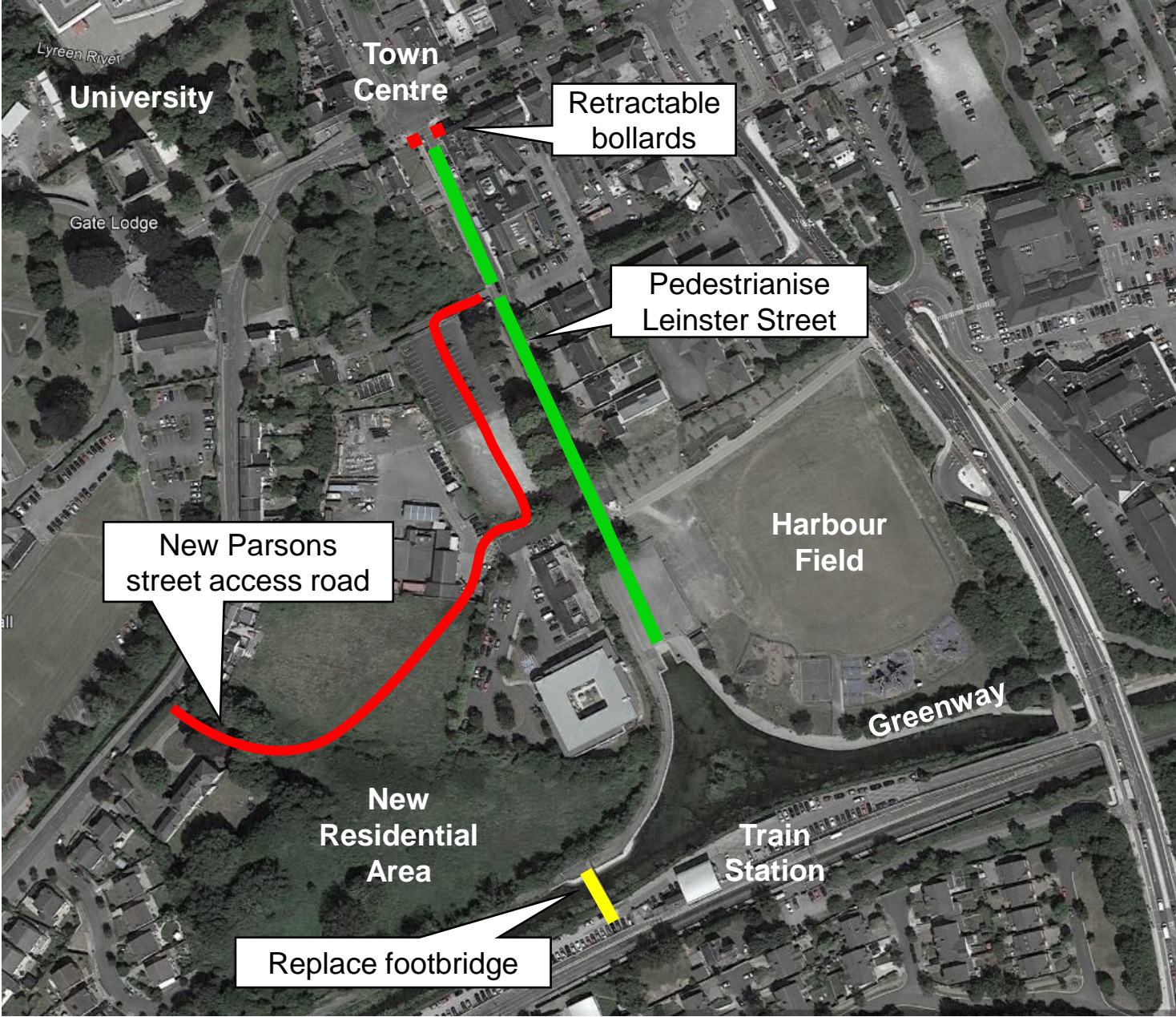
Draft Walking Strategy – North Detail

- Permeability Options
- New greenway/ greenway upgrade
 - New path on existing road
 - Active modes link (proposed or planned for specific location)
 - Path on road option or planned road
 - Amenity walk/linear park
 - Link delivered since baseline assessment
 - New active modes bridge
 - Link to/through future development area (indicative location)



Pathfinder Project

- The Minister for Environment has asked Local Authorities to identify 'pathfinder' projects which capture the most transformative plans to promote sustainable travel
- The 'pathfinder' project in the Maynooth Transport Strategy is the pedestrianisation of Leinster Street
- This will provide a high quality walking/cycling facility between the town centre, greenway, Harbour Field and train station
- A new road from Parsons Street will provide access to car parks
- The canal footbridge will be replaced with a walking/cycling bridge





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Draft Cycle Strategy

Cycling Strategy Objectives

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

Cycling Strategy – Link Categories

Cycle track

- Cycle tracks 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.
- Two recently developed sections of cycle track which are unlikely to require major changes unless in conjunction with other strategy measures (Lyreen Avenue and a section of Straffan Road between the Glenroyal Hotel and Old Greenfield) are also shown (without measure numbers) to provide an overview of the full proposed future network.
- In addition to proposing links on most main roads within the study area, the strategy also proposes cycle tracks to link to Celbridge and Kilcock.

Cycle track – route indicative

- There is currently one link in this category, a proposed connection between Dublin Road and the Royal Canal Greenway through Carton Retail Park. The most feasible alignment for this potential link will need to be determined by future more detailed study in consultation with the landowners.

Cycling Strategy – Link Categories (continued)

Inter-urban cycle route

- It is proposed that inter-urban cycle routes should be delivered to Rathcoffey, Straffan and Dunboyne.
- These links are shown as arrows at the edge of the Maynooth Transport Strategy study area. 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.
- As previously noted, the strategy also proposes links to Celbridge and Kilcock, however, these are in the ‘cycle track’ category.

Shared street

- 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 planned new shared streets which are not yet fully in place as well as existing streets where it is proposed that some measures are required to improve the street for cycling.

University main active mode links

- These links consist of internal campus streets. Some of these links already exist but may require some improvement to improve their functionality for cycling/ as shared spaces while others are expected to be implemented as part of the changes set out in the Maynooth University Campus Master Plan.

TBC

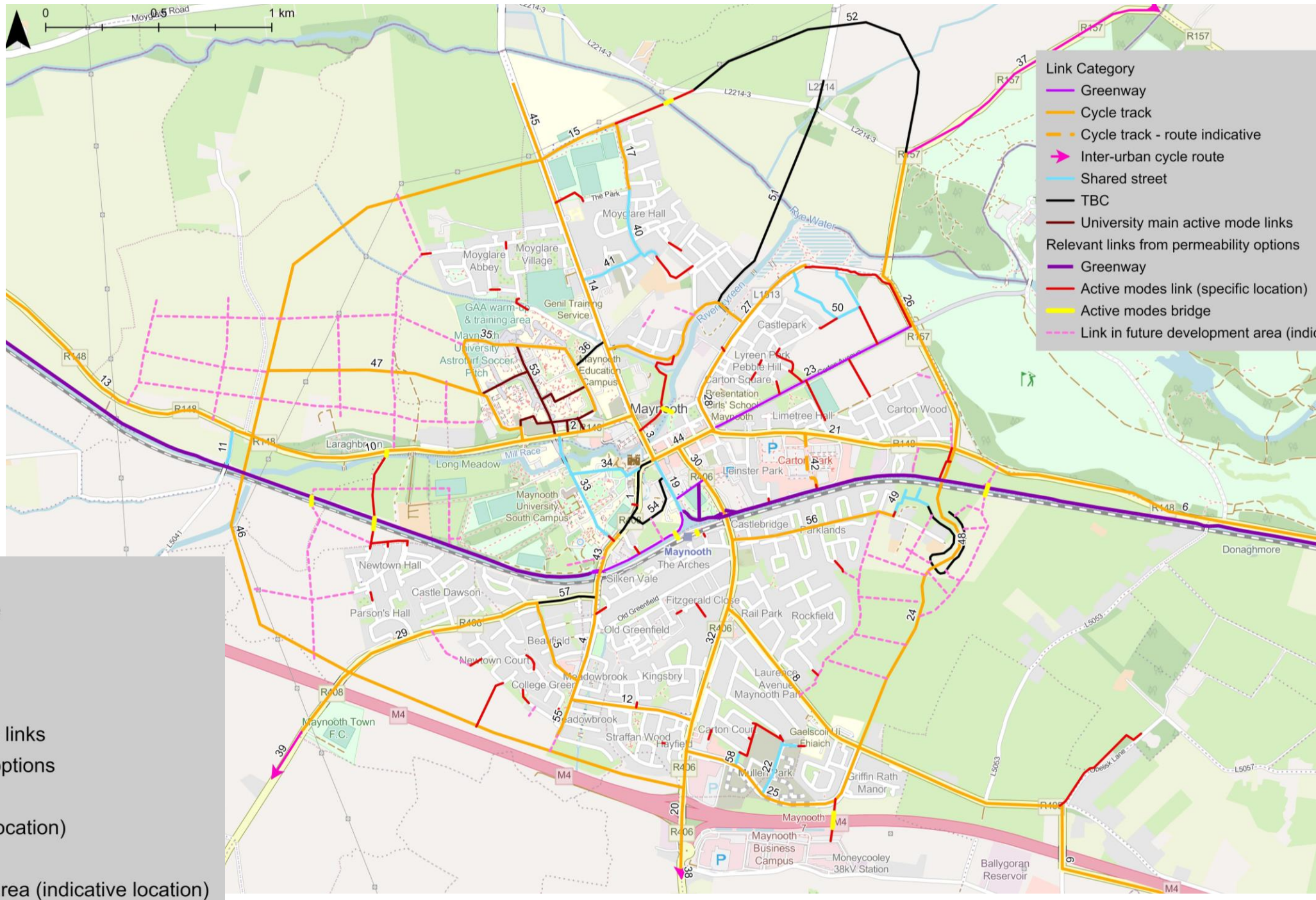
- The preferred option for accommodating cycling on streets in this category has not yet been determined.

Cycling Strategy – Link Categories (continued)

Relevant links from permeability options

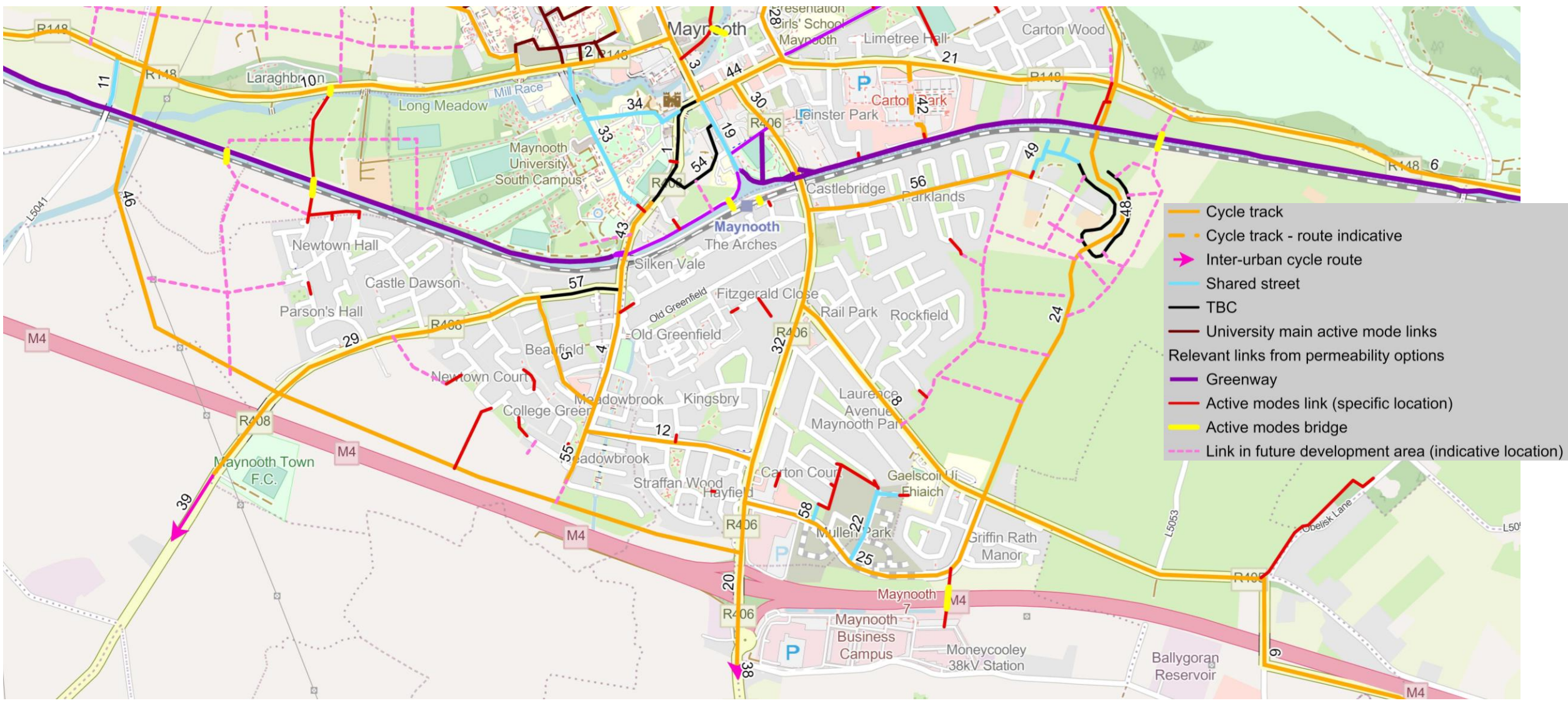
- Measures in the following link categories on the Cycling Strategy maps are numbered on the Walking Strategy maps and not on the Cycling Strategy maps
 - Greenway
 - Active modes link (specific location)
 - Active modes bridge
 - Link in future development area (indicative location)
- These link types are described on the ‘Walking Strategy- Link Categories’ page in the previous section

Draft Cycling Strategy - Overview

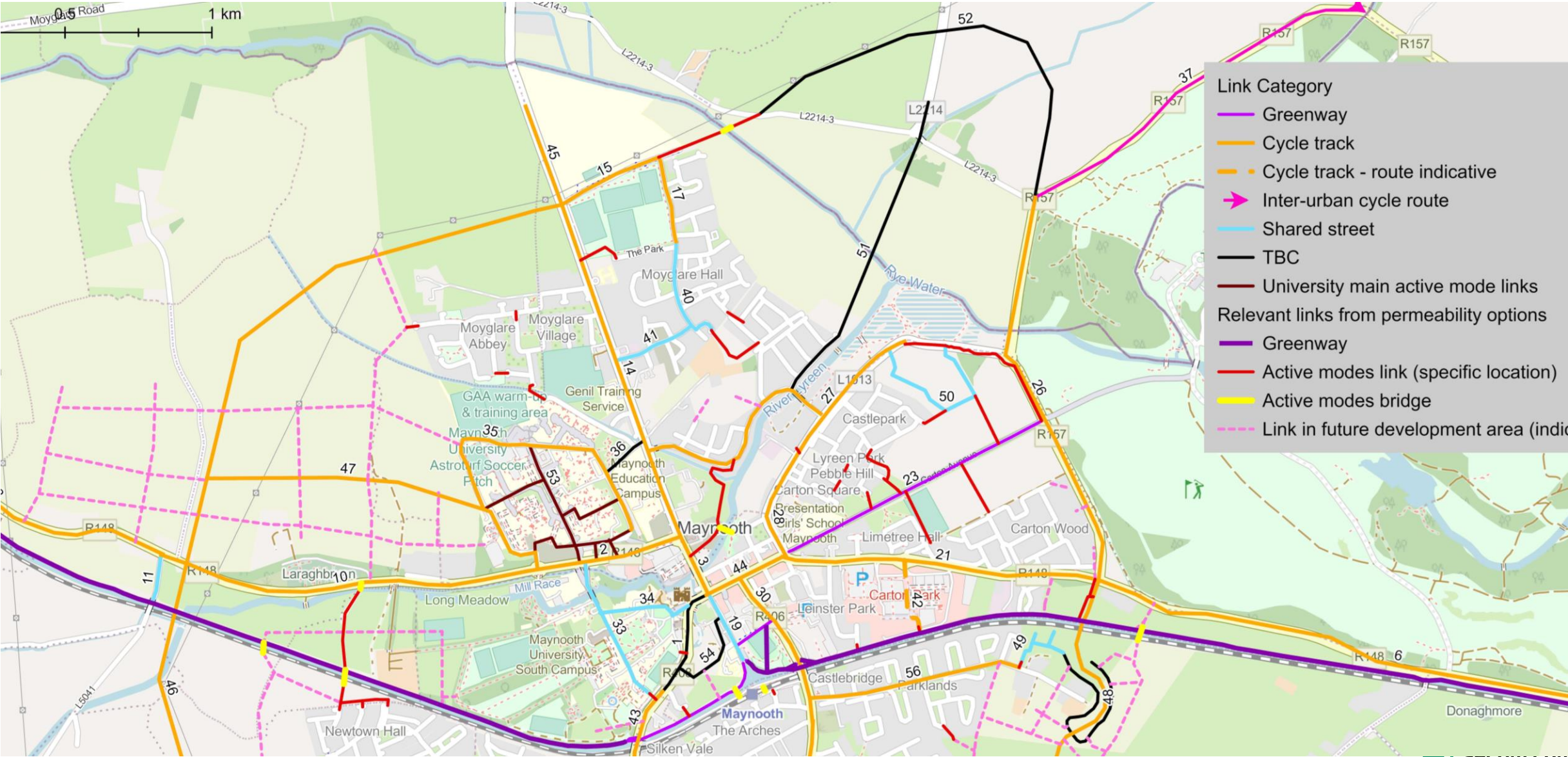


- Cycle track
 - Cycle track - route indicative
 - Inter-urban cycle route
 - Shared street
 - TBC
 - University main active mode links
- Relevant links from permeability options**
- Greenway
 - Active modes link (specific location)
 - Active modes bridge
 - Link in future development area (indicative location)

Draft Cycling Strategy – South Detail



Draft Cycling Strategy – North Detail



Draft Parking Strategy

Parking Strategy Objectives

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

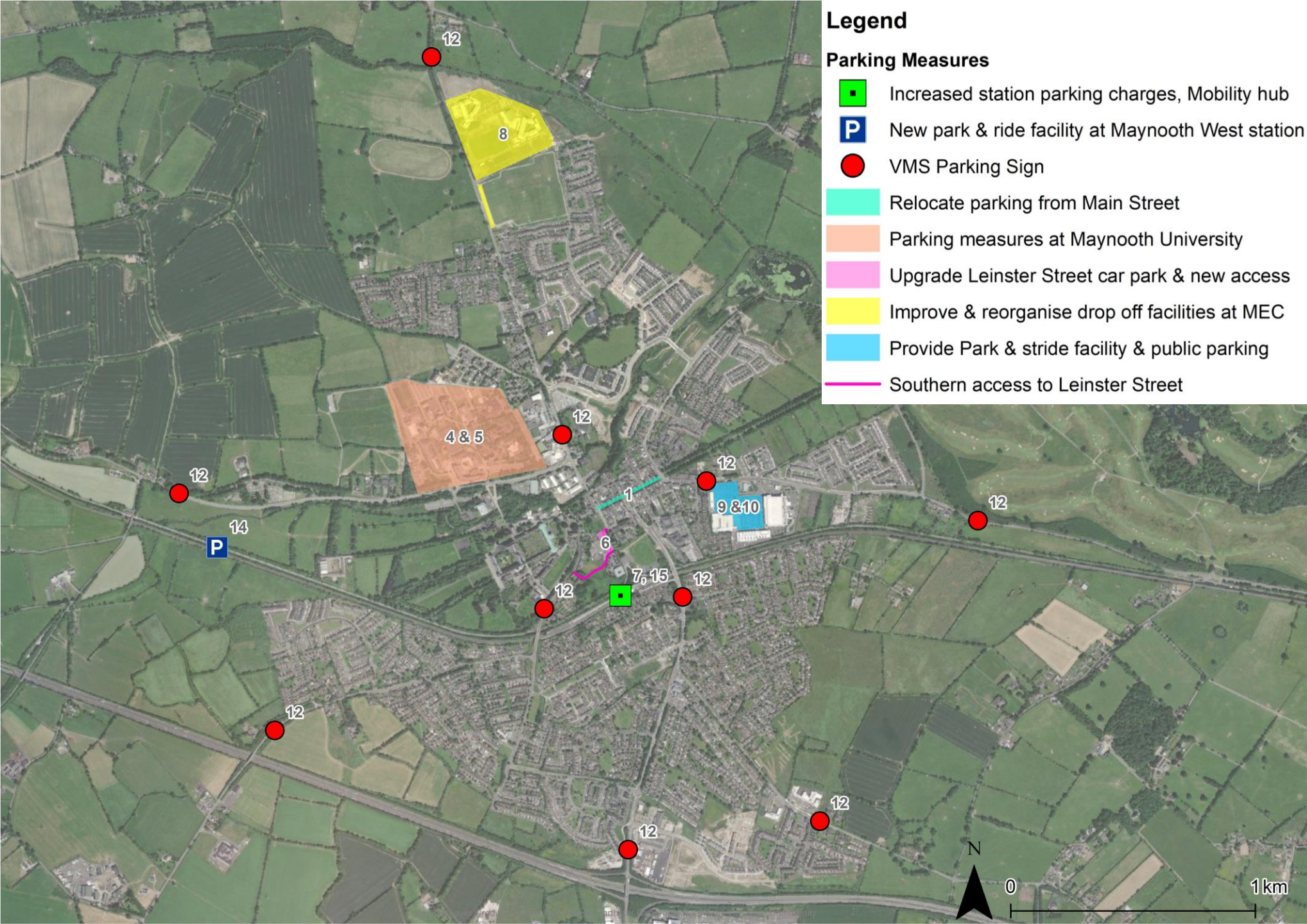
Draft Parking Strategy

Strategy Measure	Description	Shown on Strategy Map?
1	Relocate Parking from Main Street To Facilitate Active Modes	Yes
2	Enforce County Development Plan Parking Provisions at New Development Sites	No – Policy
3	Introduce Car-Free Developments at Public Transport Accessible Sites	No – Policy
4	Expand Proportion of Pay and Display Parking at the University	Yes
5	Restrict Future NUIM Parking Capacity to Reduce Car Demand as University Expands	Yes
6	Upgrade Leinster Street Car Park with New Southern Access Route	Yes
7	Increase Parking Charges at Existing Maynooth Train Station to Encourage Park/Ride at New Maynooth West Train Station	Yes
8	Improve and Reorganise Drop-Off Facilities at the MEC School Campus	Yes
9	Introduce Presentation Girls School Park and Stride Facility in Carton Retail Park	Yes

Draft Parking Strategy

Strategy Measure	Description	Shown on Strategy Map?
10	Provide Public Parking at Carton Retail Park	Yes
11	Introduce Mobility Management Plans for Major Employers	No – Policy
12	Installation of Variable Message (VMS) Parking Signs on Key Roads	Yes
13	Increase Parking Enforcement to Eliminate Illegal Parking in Road Space Designated for Sustainable Travel Modes	No – Policy
14	New Park and Ride Facility at Maynooth West Train Station	Yes
15	Create a Local Mobility Hub at Existing Maynooth Train Station and Reduce Car Park Capacity	Yes
16	Implement Smart Parking Measures and Provide a Town Parking App	No - Technology
17	Provide Hidden Disability/Age Friendly Designated Parking Spaces	No - Policy

Draft Parking Strategy





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Draft Decarbonisation Strategy

Draft Decarbonisation Strategy

In addition to the other strategy measures, a number of interventions have been designated as being specifically targeted to reduce carbon from transport:

- DC 1: Providing Electric Vehicle (EV) charging points
- DC 2: Providing Car Sharing/Go Car Spaces
- DC 3: Introduce Smarter/Sustainable Travel App at NUIM to Change Travel Behaviour

KCC have commissioned a standalone report on decarbonisation transport measures which will add to this list. This report will consider options such as a bike/scooter sharing scheme, e-bikes, e-scooters and other electric vehicles. The decarbonisation and transport report will be an appendix in the final Maynooth transport strategy.



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Next Steps in Maynooth Transport Strategy Process

Next Steps in Maynooth and Environs Transport Strategy Process

1. Phase 2 Public Consultation targeted for 16th November – 4th January, including meetings with the university, schools and state agencies as required
2. Consider feedback from public consultation and workshops to identify changes to draft strategy
3. Finalise transport strategy strategy and publish during first half of 2023
4. Elements of the transport strategy will be incorporated into the LAP transport strategy

Maynooth Transport Strategy
Public Consultation Survey

14,584 people live in Maynooth
34% increase in train bookings during 2019-2021
65% of residents use a private motor vehicle to get to work
50% of residents use a private motor vehicle to get to primary school
22% of residents use a private motor vehicle to get to secondary school

Legend
Maynooth Transport Strategy Study Area
Bus Station
Bus Stop
Apartment
Primary School
Secondary School
Work and Further Education
State Fields
Hospital

A transport strategy is being developed for Maynooth which will propose measures for making cycling, public transport, car travel and parking. The purpose of this consultation process is to gather views from the public on existing transport issues in Maynooth and the types of improvements which would be most beneficial to residents and visitors. The strategy will also consider issues on engineering conditions for pedestrians, cyclists and public transport users often associated with developments such as schools, workplaces, the town centre, university, train station and supermarkets.

The Phase 1 Public Consultation Process is taking place from Wednesday 8th October to Wednesday 7th November 2022

All other surveys will take place with the Maynooth Municipal District Council

Kildare County Council wishes to invite feedback from members of the public on transport issues in Maynooth to inform the development of a transport strategy

All other surveys will take place:
Wednesday 8th October and Wednesday 7th November 2022
at the Kildare County Council's Public Consultation Centre
<https://www.kildare.ie/transport/surveys>

Submissions or observations can also be made by writing to the Senior Executive Officer, Roads, Transportation and Public Safety Department, Kildare County Council, Area Call Centre, Driveway Park, Ross, Co. Kildare, W9 3T7

Note on the Delivery of Measures in Draft Strategy

- The delivery of all measures proposed in the draft transport strategy will be subject to funding from the Department of Transport as well as going through the appropriate appraisal, design and planning process prior to implementation
- The final transport 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 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
- It is possible that measures in the Maynooth and Environs Transport Strategy could be affected by delays in regional transport infrastructure implementation e.g. DART+ West

Thank you for your participation

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