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8th August 2018

Re: Celbridge Liffey Crossing

Dear Niall,

I attach a copy of the Options Report completed in respect of the Celbridge Liffey Crossing – Pedestrian and Cycle Improvements Study.

A large number of options were considered during this Study and the preferred option identified by the design team is to provide a cantilevered boardwalk on the north side of the existing road bridge, coupled with changes at the junctions on either side of the bridge.

At the Dublin Road junction, it is proposed that the Hazelhatch Road arm of the junction is closed to vehicular traffic. While this results in some traffic re-routing, it is also worth noting that with some public realm improvements on Hazelhatch Road, this road could become an attractive walking and cycling route to Main Street, Celbridge for all of the developments that have access to it. In addition, the Dublin Road and Newtown Road could benefit from some traffic management such as raised platforms in advance of the junction in order to reduce speeds.

At the Main Street junction, it is proposed that the straight ahead movement from Main Street to English Row is prohibited. At present, very few vehicles make this manoeuvre and removing this movement allows the junction to operate more efficiently. The proposed layout also provides the added benefit of releasing some additional space for public realm improvements on Main Street. A traffic calmed entry to Main Street with a raised platform and reduced carriageway width is proposed.

The NTA considers that the overall proposals at the Celbridge Liffey Crossing have the potential to significantly improve safety for vulnerable road users at this bridge, in addition to enhancing the overall street layout in this area.

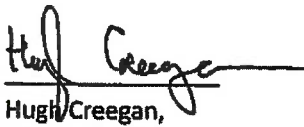
The design team for this study have recommended the installation of traffic light controls at both of the junctions, north and south of the bridge. It is understood that, because of previous experiences of traffic signals at this bridge crossing, there are concerns about the impact of such signals on general traffic flows. Accordingly, the NTA is prepared to support the progression of this scheme without the provision of traffic signals on the north side of the bridge, subject to safe pedestrian crossing facilities being available in some form to connect to the new cantilevered boardwalk. In the case of the junction on the south side of the

river, the NTA will be guided by the Council as to whether or not traffic signals are required at this location.

In terms of cost, it appears likely that the cost of the overall proposal will be in the region of €2.5 to €3 million, inclusive of VAT and contingency. We are supportive of this project but would need to discuss the funding arrangements for its delivery.

I believe that the next steps are probably for the Council to review the attached report and determine if it wishes to bring the proposal to public consultation or Part VIII approval. If you require any additional information as part of this process, or if we can assist further, please let me know.

Yours sincerely,



Hugh Creegan,
Director of Transport Investment and Taxi Regulation.

Preferred Option (Option 8) - Drawing No. 17_190_2307						
Summary of Option: Public realm works to Main Street/Liffey Crossing junction, including reduction of lane widths, upgrade of footpaths, raised platforms, signalisation of junction including pedestrian crossings, left only out of Main Street, removal of existing footpath on roadbridge, construction of a pedestrian and cycle bridge adjacent to the roadbridge (northside/downstream), upgrade of the Dublin Road/Liffey Crossing junction, including closing of the Hazelhatch arm, signalisation including pedestrian crossings, raised platforms, public realm improvements to the road to Hazelhatch, and upgrade works to the junction of the Dublin Road with the link road to the Hazelhatch road to increase the capacity.						
Item	Description	Unit	Quantity	Rate €	Amount €	Area of Works Totals €
1.0	Pre Construction Contract					27,000
1.1	Ground Investigation	Item	1	20,000	20,000	
1.2	Elevational survey of bridge	item	1	5,000	5,000	
1.3	Topographical Survey/GPR	item	1	2,000	2,000	
2.0	General					508,348
2.1	Preliminaries Incl. Traffic Management, H&S, Trial Holes, etc. at 20% of construction total	Item	1	223,348	223,348	
2.2	Accommodation works to BCI, Abbey Lodge, etc.	sum	1	100,000	100,000	
2.3	Road Markings and signs, complete	sum	1	35,000	35,000	
2.4	Utility Services - ESB, Telecom diversions	sum	1	100,000	100,000	
2.5	Public Lighting, complete	sum	1	50,000	50,000	
3.0	Main Street / Liffey Crossing Junction Works					216,200
3.1	Excavation - Material other than rock and topsoil	m3	540	5	2,700	
3.2	Disposal of Material	m3	540	25	13,500	
3.3	Wearing Course, including raised platforms	m2	1000	15	15,000	
3.4	Regulating Course	m3	50	100	5,000	
3.5	Insitu kerb, as per main street upgrade works	m	200	50	10,000	
3.6	Footpath - complete, as per main street upgrade works	m2	500	60	30,000	
3.7	Public Realm Improvements to corner of Main Street	sum	1	75,000	75,000	
3.8	Drainage - Surface Water Piping, Gullies, Manholes, etc.	Item	1	25,000	25,000	
3.9	Traffic Signals	no	1	40,000	40,000	
4.0	Pedestrian and Cycle Bridge, and works on existing bridge					554,500
4.1	Disposal of excavated material from embankments	m3	150	150	22,500	
4.2	New Steel Bridge circa 50m long	item	1	250,000	250,000	
4.3	Works to access points	item	1	100,000	100,000	
4.4	GRP decking to bridge	m2	200	80	16,000	
4.5	1.4m high 18mm toughened glass balustrade each side	m2	100	350	35,000	
4.6	Cofferdam for working at banks	item	2	10,000	20,000	
4.7	Foundations/fixing to existing bridge	item	1	50,000	50,000	
4.8	Stone facing to retaining walls	m2	20	250	5,000	
4.9	Feature lighting	item	1	20,000	20,000	
4.10	Allowance for construction logistics (pontoon/craneage)	item	1	20,000	20,000	
4.11	Excavation, incl removal of existing footpath	m3	170	5	850	
4.12	Disposal of Material	m3	170	25	4,250	
4.13	Wearing Course, including raised platforms	m2	560	15	8,400	
4.14	Regulating Course	m3	25	100	2,500	
5.0	Dublin Road / Liffey Crossing Junction Works					276,200
5.1	Excavation - Material other than rock and topsoil	m3	540	5	2,700	
5.2	Disposal of Material	m3	540	25	13,500	
5.3	Wearing Course, including raised platforms	m2	1000	15	15,000	
5.4	Regulating Course	m3	50	100	5,000	
5.5	Insitu kerb, as per main street upgrade works	m	200	50	10,000	
5.6	Footpath - complete, as per main street upgrade works	m2	500	60	30,000	
5.7	Public Realm Improvements to Hazelhatch Road	sum	1	125,000	125,000	
5.8	Drainage - Surface Water Piping, Gullies, Manholes, etc.	Item	1	25,000	25,000	
5.9	Traffic Signals	no	1	50,000	50,000	
6.0	Dublin Road / Hazelhatch Link Road Junction Works					90,000
6.1	Excavation - Material other than rock and topsoil	m3	500	5	2,500	
6.2	Disposal of Material	m3	500	25	12,500	
6.3	Wearing Course, including raised platforms	m2	800	15	12,000	
6.4	Regulating Course	m3	60	100	6,000	
6.5	Insitu kerb, as per main street upgrade works	m	100	50	5,000	
6.6	Footpath - complete, as per main street upgrade works	m2	200	60	12,000	
6.8	Drainage - Surface Water Piping, Gullies, Manholes, etc.	Item	1	15,000	15,000	
6.9	Traffic Signals	no	1	25,000	25,000	
Sub-Total					1,672,248	
	10% Contingency	%	10		167,225	
	Contract Administration & Site Supervision Cost				334,450	
Total (excluding VAT @ 13.5%)					2,173,922	
Add VAT @ 13.5%						293,480
TOTAL (Including VAT @ 13.5 %)					2,467,402	

Any potential landtake costs not included.

