

Project Background and Description

Kildare County Council, in partnership with South Dublin County Council, Transport Infrastructure Ireland (TII) and the Department of Transport (DoT) are developing the Maynooth to Leixlip Project.

The project is included in the National Development Plan 2021–2030 and the draft Greater Dublin Area Transport Strategy 2022–2042. The network forms part of the Trans-European Transport Network (TEN-T) comprehensive network. The section of M4/N4 corridor under consideration includes the M4 mainline carriageway from Maynooth to Leixlip, the associated mainline junctions and the surrounding transport network.

The existing M4/N4 corridor is predominantly in County Kildare with 1.5km of the approximate 10km length in County Dublin.

The study area is largely greenfield agricultural land punctuated by the urban centres of Maynooth, Celbridge and Leixlip. The Rye Water Valley/Carton SAC (Special Area of Conservation) runs parallel to the line of the M4/N4 along the Rye River from Maynooth to Leixlip. The R157 and R406 allow for the transfer of strategic traffic from the M4/N4 to the M3 and M7 respectively.

National Road projects are typically progressed through TII Phases 0 to 7 (refer to Board 3). The need for intervention and project specific objectives were determined in Phase 1 (Concept and Feasibility). The project is now at Phase 2 (Options Selection) where potential transport options to address the issues identified have been developed and are presented as part of this consultation. These options will be subject to a comparative assessment of their potential impacts, and their relative success in achieving the project objectives to determine the preferred option(s) for the project.

Who we are?

Kildare County Council is the lead Local Authority and Sponsoring Agency for the project. The project is being developed in partnership with **South Dublin County Council**.

Kildare National Roads Office is the Client Project Manager for the project.

Transport Infrastructure Ireland (TII) is the Approving Authority.

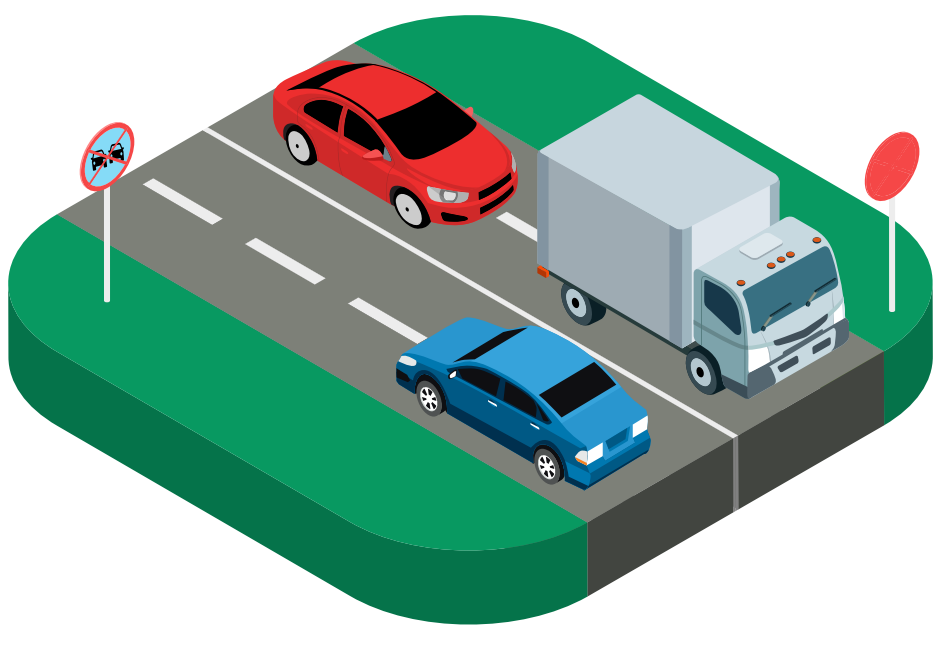
Arup is the Technical Advisor progressing the Planning and Design for the Project.

The project is being delivered in collaboration with the **National Transport Authority (NTA)**

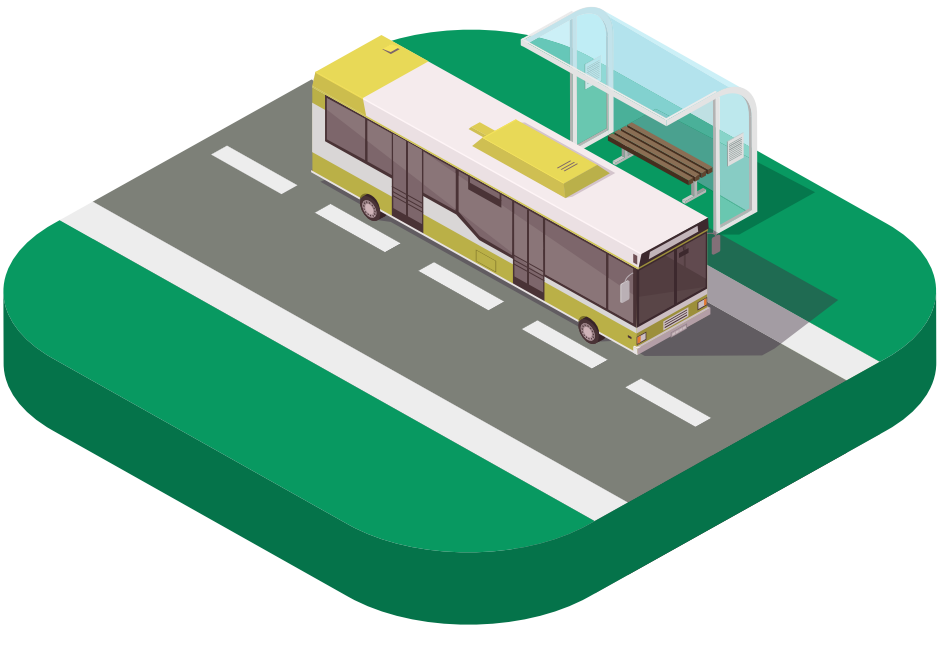


What are the issues? What is the need for intervention?

Existing Transport Situation and Initial Findings



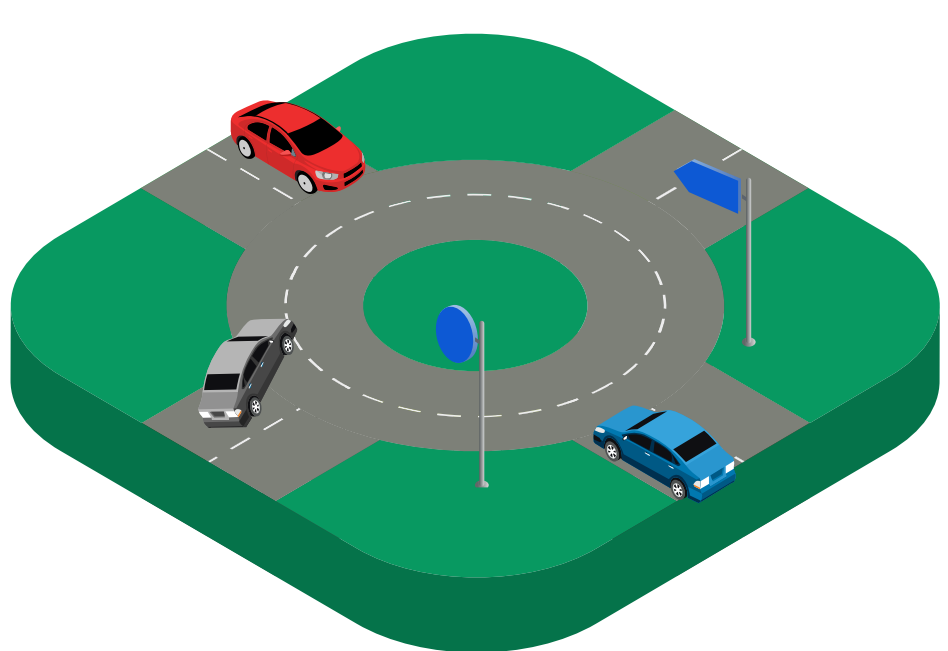
Congestion on the M4, particularly at peak times. The average annual daily traffic between Junction 6 and Junction 8 increased by circa 19% between 2013 and 2019.



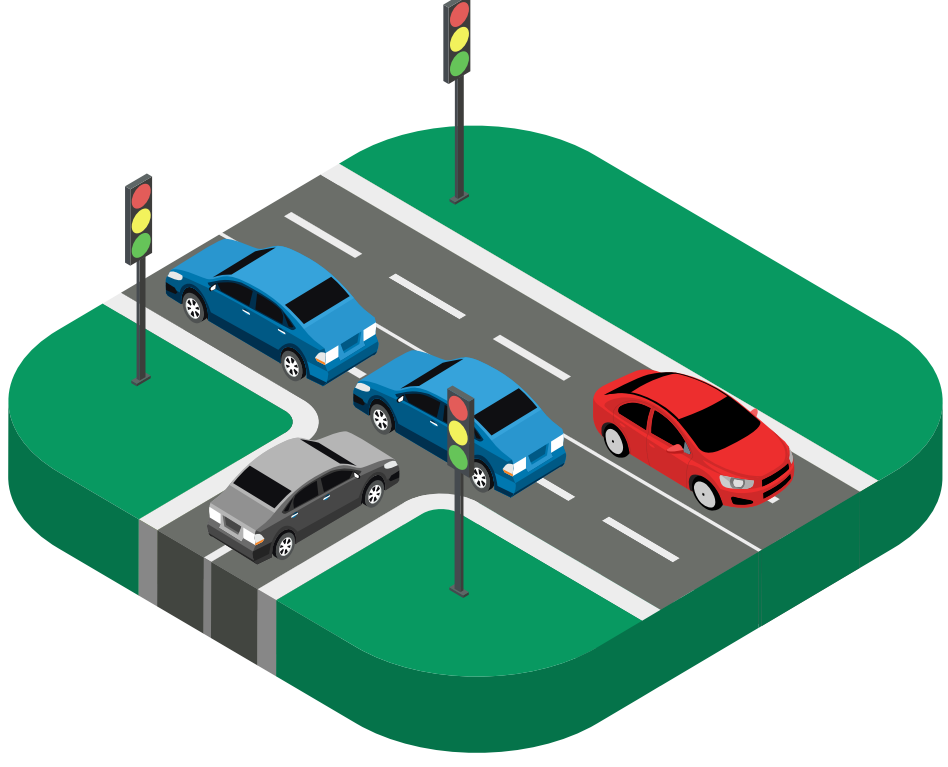
A sufficient modal shift from private car to public transport has not materialised. Bus services utilising the M4 must negotiate the same traffic volumes as private cars.



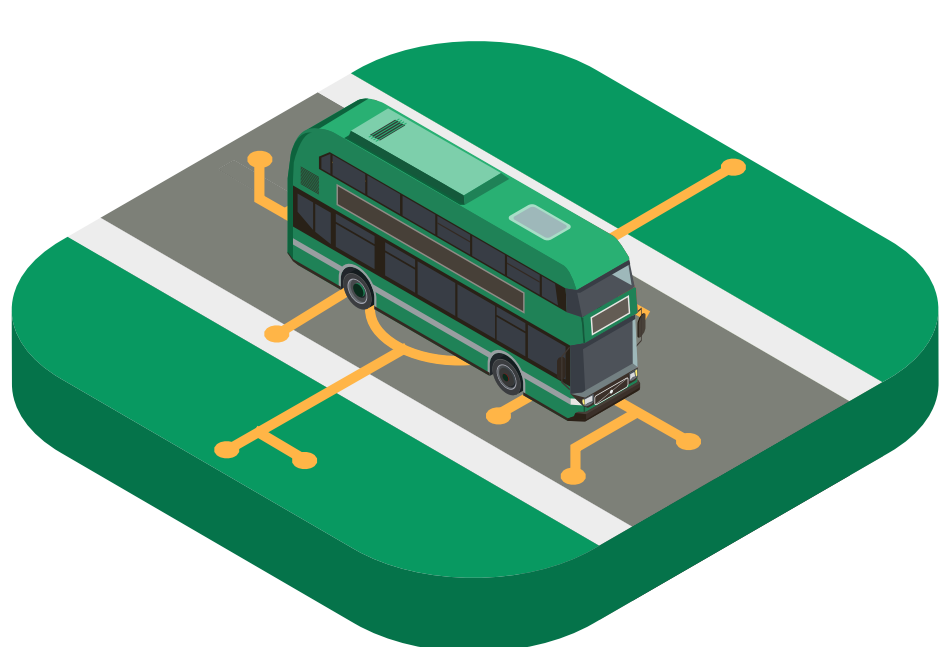
There are extensive public transport services in the study area. However, there is a relatively high dependency on private cars (>60% for Maynooth commuters).



Junction 7 Maynooth has constrained geometry and conflict issues exist between pedestrians/cyclists and road traffic.



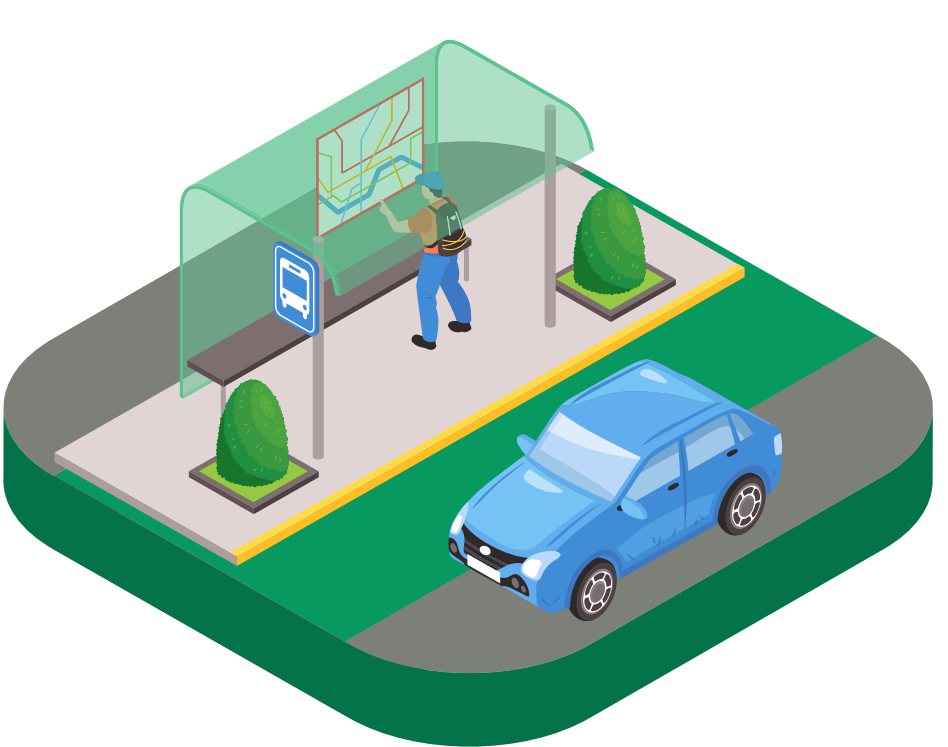
The M4 currently serves both strategic traffic and local Greater Dublin Area traffic. This local traffic is impacting on the M4 capacity to act as a strategic route.



There is an opportunity to enhance or complement the existing and proposed bus infrastructure within the study area.

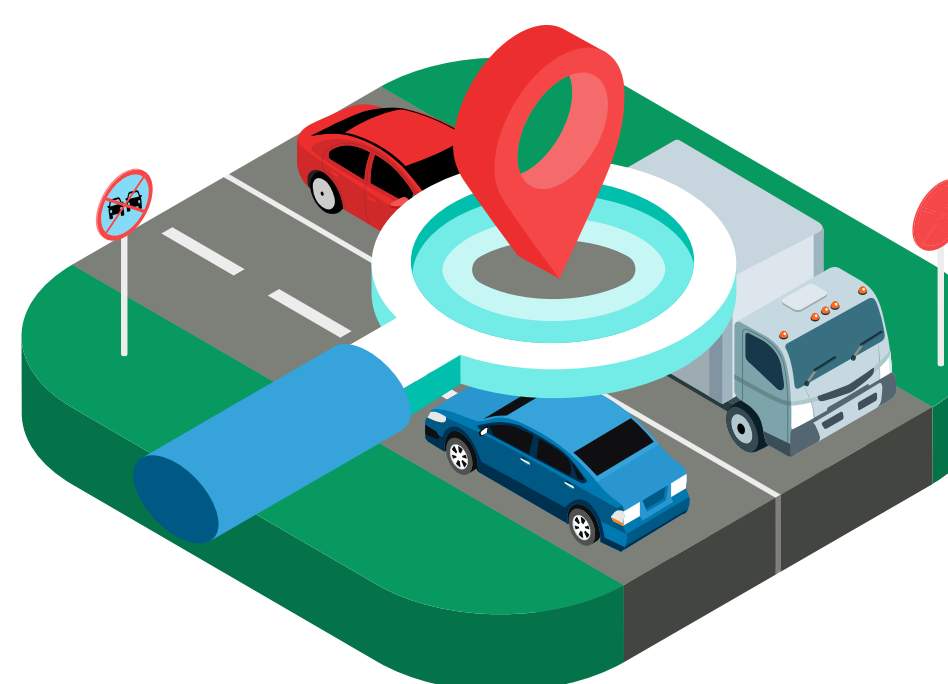


A number of options for improvement and enhancement may be required which are integrated and connected.



Options will need to support a dedicated modal shift from private car to public transport.

Policy



The M4/N4 is part of the TEN-T comprehensive network and is specifically noted in the National Planning Framework, National Development Plan and draft Greater Dublin Area Transport Strategy 2022 - 2042.



Local policy documents reinforce the requirement to improve the safety and operational efficiency of Junction 7 Maynooth and the optimisation and protection of Junction 6 Celbridge.