

Draft Leixlip Local Area Plan,  
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Kildare County Council,  
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Devoy Park,  
Naas,  
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**Re: Draft Leixlip Local Area Plan 2020-2026**

Dear Sir/Madam,

The National Transport Authority (the “NTA”) has reviewed the ‘Draft Leixlip Local Area Plan 2020-2026’ and has the following comments to make.

1. Chapter 8 Movement and Transport

1.1 In relation to Section 8.2 Public Transport

**Rail**

The NTA supports the inclusion of Objective **MT2.6** ‘*To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown*’. The NTA is the body responsible for the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Greater Dublin Area in the form of the Transport Strategy for the GDA which includes the provision of any new train stations. In relation to this, Section 5.2.5 of the Transport Strategy states that ‘*a number of additional station will be added to the network in developing areas which have sufficient level of demand to support the provision of a train station. Exact locations will be determined at the relevant time...*’

**Park and Ride**

It is noted that Objective MT2.4 refers to ‘***park and ride facilities***’ however no specifics are provided as to the potential location or purpose (strategic or local) of any park and ride facilities within the plan area. It is the view of the NTA that clarification should be provided within the LAP in relation to this and that specific Objectives for park and ride in Leixlip should be included. In this regard it should be noted that The Transport Strategy provides for the development of a strategic network of rail-based park and ride facilities at appropriate points across the GDA – the potential for such should be considered in the context of any proposals to provide a new railway station at Collinstown. The ability to facilitate park and ride should be included in the Zoning for the lands at Collinstown and Section 13 of the Draft LAP ‘Landuse Zoning Objectives’ should also be amended to reflect this. Park and Ride facilities should be provided in line with the principles set out the Section 5.10 of the NTA’s Transport Strategy.

**Bus**

Objective MT2.7 proposes specific changes to existing bus routes and services as also put forward in the accompanying Leixlip Strategic Transport Assessment Technical Summary. The NTA is responsible for decisions regarding the provision and regulation of bus services and, as such, is of the

view that such specifics should not be included in LAP Objectives and that a more high-level objective would be appropriate.

The NTA feels that the draft LAP would benefit from including specific reference to the Bus Connects programme and the need to support and facilitate this in one of the LAP Objectives.

### Recommendations

It is recommended that the following amendments are made to the public transport Objectives:

~~MT2.3 To support the provision of new or upgraded public transport infrastructure in Leixlip, including bus infrastructure, new or upgraded bus lanes, stops and lay-bys, turning and parking areas.~~ ***To engage with the NTA to support and facilitate the improvement of bus services in Leixlip, including the implementation of the Bus Connects 'Dublin Area Bus Network Review', and the provision of any new or upgraded infrastructure required in order to enhance the viability of travel by bus.'***

~~MT2.4 To engage with the National Transport Authority (NTA), Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Leixlip including the recommendations contained in the Leixlip Strategic Transportation Assessment, the improvement of bus services to the designated new development areas, park and ride facilities and the provision of bus priority measures to ensure the improved movement of bus services through the town centre and the provision of bus turn facilities proximate to Confey Station and the planned new neighbourhood at Confey.~~ ***including the provision of bus priority measures to ensure the free running of bus services through the town centre and the provision of bus turn around facilities proximate to Confey Station.'***

~~MT2.5 To provide for improved access to Confey railway station in consultation with the National Transport Authority (NTA) and Irish Rail supporting the sustainable development of the Confey area.~~

~~MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.~~

~~MT2.7 To liaise with the National Transport Authority (NTA) to investigate the feasibility the re routing of the No.66 Bus service via Green Lane, or other similar measure, and provide a high frequency bus service the residents of the Green lane and Easton Road Area.~~

It is also recommended that the following new Objectives are included:

***MT2.9 'To consider the potential for local park and ride facilities in line with the principles set out in Section 5.10 of the Transport Strategy for the Greater Dublin Area 2016-2035.'***

***MT2.10 'To liaise with the NTA to consider the potential for the provision of a new railway station and strategic park and ride facilities on lands at Collinstown.'***

It is also recommended that Section 13 of the Draft LAP, 'Landuse Zoning Objectives', should also be amended to facilitate the development of strategic park and ride on lands at Collinstown.

### 1.2 In relation to Section 8.3 Road and Street Network

#### Orbital Movement

The GDA Transport Strategy acknowledges the need to enhance orbital movement outside the M50 C-Ring, between the N3, the N4 and the N7 national roads, by the widening of existing roads and the development of new road links. Potential alignments are currently being considered by TII and the NTA and should be supported and facilitated in the Draft LAP. It is the view of the NTA that an Objective should be included in the Draft LAP to this end in order to ensure optimum transport arrangements and resilience of routes. Where such road improvements are undertaken they must

adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy. It is the view of the NTA that an Objective should be included to reflect this.

#### Permeability

The NTA supports Objectives that will further promote public transport, walking and cycling as modes of travel for all trip purposes through improved access, permeability and connectivity. In particular those relating to the KDA's and development of lands at Confey and Collinstown including MT3.2, MT3.5, MT3.7 and MT3.8 are supported.

#### Transport Assessment

Objective MT3.11 is *'To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey are subject to Traffic Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 to assess the individual and cumulative impact of the planned development in the area on the strategic road network.'*

It is the view of the NTA that significant development proposals should be subject to 'transport assessments' which fully consider all modes of travel, as opposed to 'traffic assessments'. In this regard, Transport Infrastructure Ireland (TII) with the NTA have produced as 'Area Based Transport Assessment Advice Note' which presents a process methodology to local authorities and developers on how best to ensure that transport planning is integrated into the development planning process at a local level. It is the view of the NTA that this advice note should inform the transport assessment of these areas and that Objective MT3.11 should be amended to reflect this.

#### Link Road

Proposed Objective MT3.12 is *'To investigate the feasibility of a new link road from the Celbridge Road (R404) to the south of the M4 Leixlip/Celbridge Interchange in consultation with TII, NTA and other stakeholders. A feasibility study shall be subject to a Traffic Impact Assessment.'*

The NTA note this objective and confirm their willingness to work with the local authority with regard to any feasibility study. The rationale and purpose of the proposed link road should be clearly defined and fully considered in the context of the policy and principles set out in the Transport Strategy for the GDA and the DoELCG guidelines on *'Spatial Planning and National Roads-Guidelines for Planning Authorities.'* Any feasibility study should clearly demonstrate that the proposals comply with the relevant aspects of these documents.

#### Recommendations

It is recommended that MT3.11 is amended as follows:

*'To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey are subject to ~~Traffic~~**Transport** Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 **and informed by the 'Area Based Transport Assessment' Advice Note, TII/NTA 2018.**~~to assess the individual and cumulative impact of the planned development in the area on the strategic road network.'~~*

It is recommended that a new objective is Include a new Objective as follows:

*'**MT3.14 To support, in conjunction with TII and the NTA, the need to build resilience between the N3, M4 and N7 national roads and to facilitate the development of preferred alignments so as to ensure optimum transport arrangements and resilience of routes. Any road development should adhere to the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy'***

### 1.3 In relation to Section 8.1 Walking and Cycling

The NTA is strongly supportive of those policies and objectives contained within the draft plan which seeks to promote walking and cycling as modes of travel for all trip purposes including enhanced and/or new cycling and pedestrian facilities. The latter includes facilities which aim to enhance permeability between new developments and existing ones, and within existing development areas themselves, as well as links to public transport facilities. In this regard, The NTA supports Objectives MT1.6-MT1.13.

The Draft Plan provides for the development of 6 new footbridges at various locations throughout the town – the NTA views these as critical in greatly improving the permeability and accessibility of Leixlip and overcoming issues of severance caused by topography. In this regard it is noted that the proposed bridges are referred to as ‘pedestrian’ or ‘footbridges.’ In order to support cycling and in the interests of clarity the NTA recommend that text and maps are amended to refer to these as ‘Pedestrian/Cycling’ bridges.

### Recommendations

All references to the proposed ‘Footbridges’ and ‘Overpass’ should be revised to include cycling - ‘Pedestrian/Cycling’.

### 2.0 Chapter 12 Key Development Areas, Confey and Collinstown

The NTA welcomes the zoning of the identified KDA lands and, in particular, the lands at Confey and is of the view that these generally reflect the core principles of integrated land use and transport planning as set out in Section 7.1 of the Transport Strategy for the Greater Dublin Area 2016-2035 (the “Transport Strategy”) which states the following:

- *‘Residential development located proximate to high capacity public transport should be prioritised over development in less accessible locations in the GDA;*
- *‘To the extent practicable, residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised.’*

In particular, the proximity to the town centre in the case of the ‘Celbridge Road East KDA’ and, proximity to the train station in the case of Confey offer opportunities to consolidate development in locations where local transport needs could be largely met by sustainable means.

### 2.1 In relation to 12.7 Collinstown Strategic Employment Lands

Section 12.7 of the Draft LAP refers to ‘Collinstown Strategic Employment Lands’ and sets out a series of ‘Design Principles & Priorities’ (12.7.3) for the area including an ‘Indicative Design Concept’ (12.7.3). Included in the Principles is the following:

*‘To ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future.’*

It is the view of the NTA that the ‘Leixlip Strategic Transport Assessment’ which accompanies the Draft LAP does not ‘investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future’ and the potential impact this might have on landuse development in this area both in terms of uses and intensity.

As previously noted, the NTA is the body responsible for the provision of a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Greater Dublin Area which includes rail stations and strategic park and ride facilities.

Section 8, 'Movement and Transport' of the Draft LAP (8) provides an Objective to ***MT2.6 To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown*** as discussed above. The NTA has also recommended that the potential for developing strategic park and ride at Collinstown should be provided for within the LAP. This should be reflected in Section 12.7 of the Plan.

In the context of this the NTA is of the view that a Masterplan is required for the area which would give full consideration to the type and intensity of development at Collinstown relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions) and to work with the NTA in this regard.

#### Recommendations

It is recommended that the following Objective is included:

***'Develop a Masterplan for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions) and to work with the NTA in this regard.'***

#### 2.2 In relation to 12.8 Confey

Objective CON1.1 – CON1.4 relate to lands at Confey. The NTA supports the Objectives requiring the preparation of a detailed Masterplan for the Confey area and agreement on this in advance of any development. It is the view of the NTA that the Masterplan should include a transport assessment as discussed under 1.2 of this report and set out in Objective MT3.11 of the draft plan. The NTA feels that, in the interests of clarity, Objective CON1.1 should be revised to include reference to the transport assessment.

#### Recommendations

It is recommended that Objective CON1.1 is revised as suggested below:

***'To ensure the future development of the lands identified within the Confey Urban Design Framework are subject to a detailed Masterplan, including a transport assessment, the contents of which shall be agreed in writing with the Planning Department of Kildare County Council.'***

I trust that the views of the NTA will be taken into consideration by Kildare County Council in the finalisation of the Leixlip Local Area Plan 2020-2026.

Yours sincerely,



**Michael MacAree**

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