

Name Brian, McArdle

This submission relates to the four specified KDAs.

Enter your submission here

I am pleased to note the pedestrian and cycle permeability in each KDA development plan, linking with existing estates and routes. This is to be encouraged.

The intent to build a residential estate with the boundaries of St Catherine's Park baffles me. Reducing existing green space by replacing it with housing is not a sustainable path of development. The Black Avenue KDA must be removed and never considered again.

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Given the Climate and Biodiversity Emergency, I don't know why this isn't the first section.

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I would caution on the importance of finding a balance between implementing OS1, and having wild open space for natural habitats as well as general play area for exploration. Not all play must take place in playgrounds - meadows of long grass are perfect for many games.

I note that while St. Catherine's Park is mentioned in GI1.6 with regard to its trees, there does not seem to be any general protection afforded to it. Given the recent battle over routing a road through it, and the general backlash, it baffles me that the LAP has not acknowledged local concern and pride in the park by protecting it specifically.

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I am delighted to see this section included in the LAP, and an emphasis put on Leixlip's rich heritage. BH1, BH2 and BH3 are no-brainers, and I look forward to their implementation.

I note that MT3.9 refers to the Design Manual for Urban Roads and Streets (DMURS), and yet it is not mentioned in any of the MT1.x objectives. There is not a single piece of cycling infrastructure in Leixlip that complies fully with DMURS.

Given the Climate and Biodiversity Emergency, the priority must be to encourage and promote active travel in all forms. Building and retro-fitting cycling infrastructure to standards stated by DMURS must be a priority. I travel daily along Green Lane, where the cycle lane is

- a) not correctly sign-posted
- b) ends or yields at the entrance to every single estate, despite being on the main thoroughfare with expected right-of-way
- c) features many kerbs that are not dished or not fully dished, rendering them inaccessible to some users

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Cycle lanes are noticeably absent where they would be most useful - for instance, travelling uphill on Captain's Hill or Station Road.

MT1.2 must be a priority for the LAP, with the aim of encouraging daily cycling for destinations within Leixlip for residents. This means safe, well-designed cycle infrastructure that is not mixed in with fast-moving car traffic or travelling through badly designed junctions that create risks and danger for all road users.

Conversely, it should be noted that improved infrastructure for private car traffic will only encourage the use of same, contributing to our Climate and Biodiversity Emergency. Measure to improve the road network should benefit public transport first and foremost.

Adding capacity to the road network will only ever reduce congestion temporarily, given the principle of induced demand. Investment in public transport is the only permanent and sensible solution.

As already stated, in the context of a Climate and Biodiversity Emergency, adding parking capacity is insanity. This will only encourage more private car traffic into the town centre, adding congestion and increasing environmental damage, as well as contributing to a noisy, smelly experience for pedestrians and cyclists. MT4 should be rejected vehemently.

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As a relatively recent arrival to Leixlip, I have thought that the tourism potential of the area has been vastly over-looked or under-utilised. The Wonderful Barn and the Leixlip Spa are both exceptional relics, and yet rather under-developed. They have a certain charm in that state, but the Wonderful Barn with its surrounding lands could support a more brisk trade. I fully endorse EDT3.9, EDT3.10 and EDT3.13.

To whom it may concern,

Please see below my thoughts and feedback on the draft LAP. It is overall a pleasing document in format and structure, and much of the content is positive and progressive.

My main concern is that it facilitates and encourages private car traffic in many areas, which surely can only contribute to the Kildare Climate and Biodiversity Emergency. These elements should be stripped in favour of measures that encourage active travel and facilitate improved public transport.

Best regards,
Brian McArdle

=== Section 5

I am pleased to note that in relation to the town centre, the policy states:

UCR1.4 To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible and safe for pedestrians and cyclists.

I'm however disappointed that further down in section 5.1: "this LAP identifies a key opportunity/regeneration site to the north of Main Street capable of ...providing for additional parking within the town centre."

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I believe the problem has been mis-identified earlier in section 5.1: "Limited parking and congestion are also issues that deter the town centre from maximising its potential."

Limited parking does not cause congestion - more parking entices more people to drive into the village and therefore increase congestion, adding exhaust fumes, noise pollution and occupying space which could be used by people for commercial activity, not storage of cars.

How does any of the above help to achieve UCR1.4? Arguably there is no room for widening footpaths or adding cycle lanes along the main street, so in order to create a more welcoming environment for shoppers, additional traffic calming measures should be adopted and parking should be further limited.

Given that Kildare Co. Co. have recently declared a Climate and Biodiversity Emergency, the brakes must be put on private car traffic growth.

Providing a new public town centre car park (REG 1.5) is a retrograde step. The amount of disabled access spaces should be increased among existing spaces, and no additional stock added. If people want to drive, Blanchardstown and Liffey Valley are within easy distance. Let us keep the village for local people who wish to walk and relax, without being hemmed in on narrow footpaths by fast moving, dangerous, noisy, polluting, private car traffic.

If a new car park must be added, let Arthur Guinness Square be a permanent pedestrian facility.

I note with interest the plans for Ralph's Square in UCR3.6 and Section 5.5.3, which has lately been an eyesore on the Main Street.