

# Kilcullen Road (Naas) Cycle Scheme

## Part 8 Planning Report

**October 2016**

### Notice

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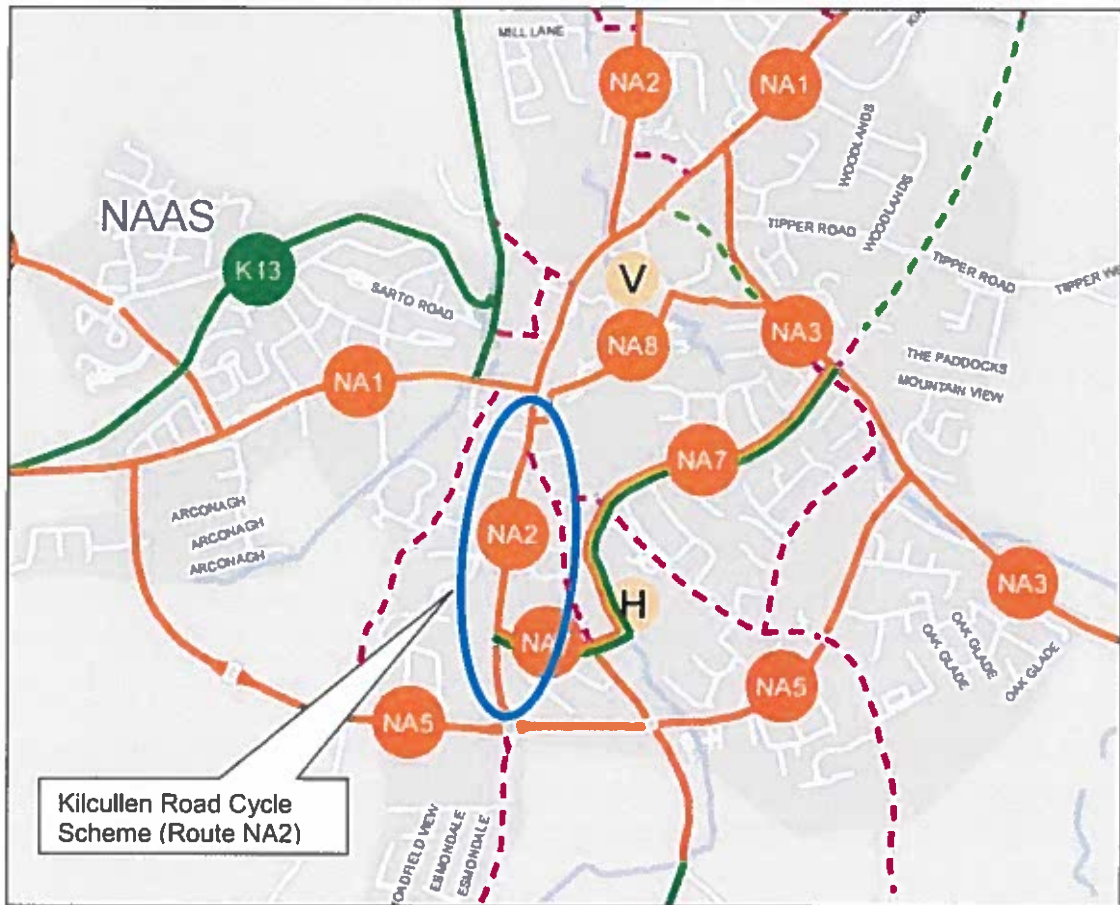
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# 1. Introduction

## Scheme Overview

- 1.1 Kildare County Council (KCC) in partnership with the National Transport Authority (NTA) proposes to deliver high quality cycle routes within the Naas area. Implementing policies as set out within the National Cycle Policy Framework (NCPF), the NTA have developed a Cycle Network Plan (CNP) for the Greater Dublin Area (GDA).
- 1.2 This plan includes a cycle network for Naas, recognising the town as a significant population centre within the GDA with the potential to become an exemplar cycling town which can take advantage of its relatively flat topography to develop a network that will facilitate a significant increase in cycling for all trip purposes.
- 1.3 The Kilcullen Road Cycle Scheme, subject of this Part 8 planning application, forms part of Route NA2 as identified within the CNP maps for the cycle network in Naas. Figure 1.1 illustrates the location of the Kilcullen Road Cycle Scheme in relation to the proposed wider cycling network for Naas.

Figure 1.1: Naas Cycle Network (Extract from CNP)



1.4 The Kilcullen Road Cycle Scheme consists of the upgrade of approximately 900m of the existing Kilcullen Road from its intersection with the South Ring Road roundabout junction to its intersection with the Naas Main Street / Newbridge Road junction. The general scheme extent is outlined in Figure 1.2 below, The scheme will improve the connectivity of the overall existing cycle network, specifically linking to the recently completed Piper's Hill cycle scheme and connecting to the existing cycle facilities on the South Ring Road.

Figure 1.2: Scheme Extent



## Stakeholder Consultation

- 1.5 Stakeholder Consultation has been undertaken with the following key stakeholders;
- National Transport Authority
  - Kildare County Council – Naas Municipal District Elected Members
  - Kildare County Council – Relevant Departments
- 1.6 Relevant bodies will be notified under Section 82 of the Planning and Development Regulations, 2001 (as amended)

## Public Consultation

- 1.7 A non-statutory public information evening was held in Naas Town Hall, on Tuesday 22nd March 2016 from 2.00pm to 8.00pm.
- 1.8 Representatives from both Kildare County Council and Atkins attended this event and attendees were invited to make written submissions on the day.

## Part 8 Planning Documentation

- 1.9 This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. This report should be read in conjunction with the following complementary documentation contained under separate report heading:
- Book of Drawings
    - Drawing 5139616/HW/0000: Cover Sheet
    - Drawing 5139616/HW/0001: Site Location Plan (Sheet 1 of 2)
    - Drawing 5139616/HW/0002: Site Location Plan (Sheet 2 of 2)
    - Drawing 5139616/HW/801: Site Layout Plan (Sheet 1 of 4)
    - Drawing 5139616/HW/802: Site Layout Plan (Sheet 2 of 4)
    - Drawing 5139616/HW/803: Site Layout Plan (Sheet 3 of 4)
    - Drawing 5139616/HW/804: Site Layout Plan (Sheet 4 of 4)
  - Appropriate Assessment Screening Report

## Works Extents

- 1.10 The proposed scheme is to provide new cycle provision from the South Ring Road / Kilcullen Road roundabout to the Main Street in Naas along the R448 Kilcullen Road over a distance of approximately 900m. Works are to be carried out within the existing roadway to ensure minimal impact on adjacent properties and to ensure all works are carried out within the public roadway.
- 1.11 Where the roadway cross-section permits, raised adjacent cycle tracks will be introduced. The total length of this form of facility proposed is approximately 440m. To overcome pinch widths at the southern end of the scheme, shared use pedestrian / cycle paths are to be introduced. This form of facility extends over a distance of 270m. The proposed facilities will reduce the existing wide carriageway to a consistent 6.5m wide carriageway.
- 1.12 With regard to the town centre context of the northern end of the scheme, which accounts for an extent of 170m of street, the carriageway will be narrowed to 6.5m, with other appropriate speed management measures such as crossings and raised tables will be introduced enabling cyclists to comfortably and safely cycle on street. This will allow footpaths on both sides of the street to be widened to a minimum of 3.0m along this extent of the scheme.

## 2. Purpose of the Scheme

### Project Aim

- 2.1 The aim of the proposed scheme is the development of a cycle route which provides a quality of service of A or A+ (in accordance with the National Cycle Manual) and provides an optimal balance of provision between the various competing transport modes along the corridor.

### Scheme Objectives

- 2.2 The specific design objectives of the proposed cycle route are;
- to establish the feasibility of developing the cycle route through the study area between the two terminal points, having particular regard to the engineering and environmental constraints within the study area;
  - to identify, evaluate and comparatively assess all of the feasible route options; and
  - to identify a preferred option for the cycle route through the study area.

### Design Principles

- 2.3 The cycling network within Naas will consist of a series of links that must form a coherent and safe network that appropriately caters for all types of cyclists, in particular commuters, school children and other vulnerable users, whilst taking account of the constraints and opportunities that are evident from an engineering, environmental and land ownership perspective. In this context the preferred option along the Scheme has been developed both holistically, considering the entire network and other proposed schemes, and on its own individual basis.
- 2.4 The cycle network has been designed in accordance with the guidance set out in the National Cycle Manual (NCM) and in particular to provide a Quality of Service Level of A+ or A. Given the urban environment in Naas, design was also considered in the context of the Design Manual for Urban Roads and Streets (DMURS) which is the mandatory road and street design guidance for urban areas with a speed limit of 60km/h or less.
- 2.5 It is also inherently critical that the cycle route requirements are balanced with the needs of pedestrians and that the requirements for vehicular traffic movement and parking is appropriately considered.
- 2.6 The core principles which should be implemented in the development of the cycle network are: -
- **Coherence:** Route and link type should have continuity and layout to be obvious in particular at junctions;
  - **Directness:** Route should be direct, minimising delays and bestowing the advantage to cyclists;
  - **Road Safety:** Measures should be implemented which increase safety and the perception of safety;
  - **Comfort:** Routes should be of adequate width and surface quality with minimal delays and;
  - **Attractiveness:** Route should be well maintained with landscaping and adequate lighting.
- 2.7 To achieve these core principles, it is required to take cognisance of both existing cycling infrastructure and other proposed cycle routes which form part of the overall proposed cycle network for Naas. Such consideration will avoid a disjointed network and ensure cyclists can seamlessly cycle from route to route within the network.

## 3. Planning and Policy Context

### Planning Policy

- 3.1 National, regional and local planning policy has been considered to ascertain compliance and is summarised below.

### National Transport Policy

#### Smarter Travel Policy

- 3.2 In February 2009, the Smarter Travel Policy document for achieving a sustainable transport system for Ireland was published. This document outlines a number of key policies to encourage a modal shift away from private car use and promote public transport, walking and cycling.

#### National Cycle Policy Framework

- 3.3 In April 2009, Ireland's first National Cycle Policy Framework (NCPF) was issued. The vision of the policy is "all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips". The aim of this framework is to encourage a culture of cycling to the extent that by 2020, some 10% of all trips will be completed by bicycle.

### Regional Transport Policy

#### Transport Strategy for the Greater Dublin Area 2016 – 2035

- 3.4 This strategy has been developed by the National Transport Authority for the Greater Dublin Area (GDA). The strategy provides a framework for the planning and delivery of transport infrastructure and services in the GDA over the next two decades. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities.
- 3.5 In terms of cycling it is stated in the Strategy to implement the Greater Dublin Area Cycle Network Plan in full, delivering safe, high quality cycle facilities, which will be designed and constructed in accordance with the principles set out in the National Cycle Manual.

#### Greater Dublin Area Cycle Network Plan

- 3.6 The NTA's GDA Cycle Network Plan (CNP) identifies the following cycle networks within the GDA:
- The Urban Cycle Network at the Primary, Secondary and Feeder level;
  - The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Roads Authority's (NRA) National Cycle Network (NCN) within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and ports; and
  - The Green Route Network of cycle routes developed predominately for tourist, recreational and leisure purposes.
- 3.7 Unlike area-based plans prepared previously by individual Local Authorities, this CNP is to be consistent across county boundaries such that there is continuity of route networks across these administrative boundaries in line with the guidance set out in the National Cycle Manual.
- 3.8 The proposed Naas Cycle Network includes Route N2 between the South Ring Road/ Kilcullen Road roundabout and Main Street in Naas.



## Development Plans & Local Area Plans

- 3.9 In terms of provision for pedestrians and cyclists, the routes have been planned in line with the policies and objectives set out within the Kildare County Development Plan.

### **Kildare County Development Plan 2011 - 2017**

- 3.10 The County Development Plan Core Strategy aims to:

*'Respond in a coherent sustainable, spatial fashion to the challenges facing the county, while building on its strengths and providing a more focused approach to planning for future growth. The Core Strategy facilitates a more consolidated compact urban form; maintenance and improvement of a sustainable economic base; creation of sustainable and integrated communities together with the balancing of our natural and built environment with sustainable and appropriate development.'*

- 3.11 Naas is identified as one of three primary economic growth towns to be promoted for regional enterprise. In these towns critical mass is a core objective for economies of scale to justify strategic infrastructure provision.

- 3.12 There are a number of specific Sustainable Travel objectives outlined within the Development Plan which are of particular relevance to this project as follows:

Objective Ref.	Objective Description
<b><u>Sustainable Travel Objectives</u></b>	
ST 2	To encourage and facilitate safe walking and cycling routes as a valuable form of transport, as a healthy recreational activity and an alternative to the car.
ST 5	To provide for safer routes to schools within the county and to encourage walking and cycling as suitable modes of transport as part of the Green School Initiative Programme and other local traffic management improvements.
ST 10	To provide secure cycle parking facilities in towns and at all public service destinations.
ST 13	To promote and secure the development of a network of safe cycle routes and footpaths, reserved exclusively for pedestrians and cyclists, on new and existing roads.
ST 14	To investigate the role and use of lower speed limits in towns and villages to improve safety for pedestrians and cyclists.
ST 17	To facilitate the construction of cycleways throughout the county and to integrate these cycleways with the DTO cycling policy for the GDA (September 2006) as may be amended.

Table 3-1: Kildare County Development Plan 2011-2017 Relevant Objectives

### Naas Town Development Plan 2011 - 2017

#### 3.13 The Plan seeks to:

*'Develop and improve in a sustainable manner the social, economic, cultural, physical and environmental assets of Naas.'*

#### 3.14 There are a number of specific policies outlined within the Development Plan which are of particular relevance to this project as follows:

Policy Ref.	Policy Description
<b><u>General Movement and Transport Policies</u></b>	
GT1	To co-operate with other agencies to promote and facilitate the implementation of a sustainable transportation strategy for Naas as set out in Transport 21 (2006-2015), Department of Transport's Smarter Travel – A Sustainable Transport Future 2009-2020 and the Dublin Transportation Office's strategic document Platform for Change 2000-2016 and the forthcoming strategy to be published by the National Transport Authority, GDA Transport Strategy 2011-2030.
GT2	To support and promote the use of sustainable transportation modes in Naas and to seek to develop Naas as a "model town" for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged.
GT3	To support sustainable modes of transport and to ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
<b><u>Walking and Cycling Policies</u></b>	
WC1	To promote and encourage sustainable and environmentally friendly forms of transportation such as cycling and walking in accordance with national and regional walking and cycling policies.
WC2	To increase priority for pedestrians and cyclists at signalised junctions in Naas town centre.
WC4	To facilitate and encourage cycling as a more convenient and safe method of transport through an integrated network of safe and convenient cycle and pedestrian routes throughout Naas.
WC7	To provide and seek the provision of secure cycle parking facilities at key areas in Naas town centre and to encourage and promote the use of cycling by employees, shoppers and visitors to the town.
<b><u>Sustainable Transport Objectives</u></b>	
ST03	To provide for safer routes to schools within the town and to encourage walking and cycling.
ST07	To develop, in conjunction with the National Transport Authority, a continuous cycle network in Naas.

Table 3-2: Naas Development Plan 2011-2017 Relevant Policy

## Design Guidance

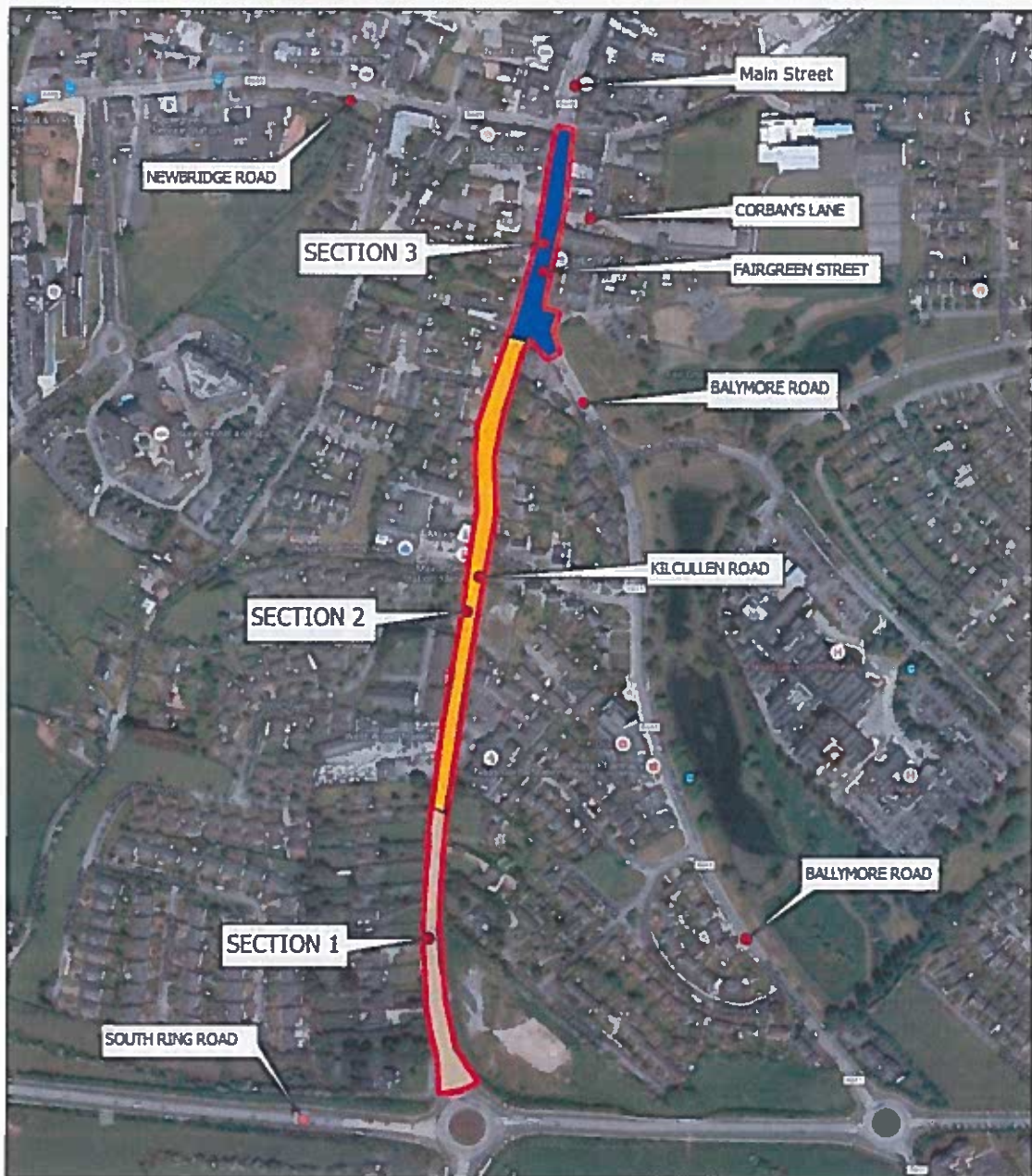
- 3.15 Designs were developed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM).
- 3.16 DMURS is the national design guidance manual to be applied in cities, towns and villages, such as Naas, with a speed limit of 60kmh or less. A fundamental aim of the manual is to put well designed streets at the heart of sustainable communities, creating a sense of place, protecting heritage and tourism potential and promoting civic confidence. The manual recognises the higher priority of pedestrians and cyclists without unduly compromising vehicle movement. Encouraging cycling will encourage liveliness and interactions within Naas, thereby increasing vibrancy and improving commercial and retail activity.
- 3.17 The Scheme is designed in accordance with the guidance set out in the National Cycle Manual (NCM) and in particular to provide a Quality of Service Level of A+ or A.

## 4. Description of Proposed Route

### Route Overview

- 4.1 The proposed Kilcullen Road Cycle Scheme extends from its intersection with the South Ring Road roundabout junction to its intersection with the Naas Main Street / Newbridge Road junction over approximately 900m of urban road and street carriageway.
- 4.2 The route has been assessed as a series of sections in terms of existing characteristics and route alignment and design options. The three sections identified are illustrated in Figure 4.1 below and are described in more detail following.

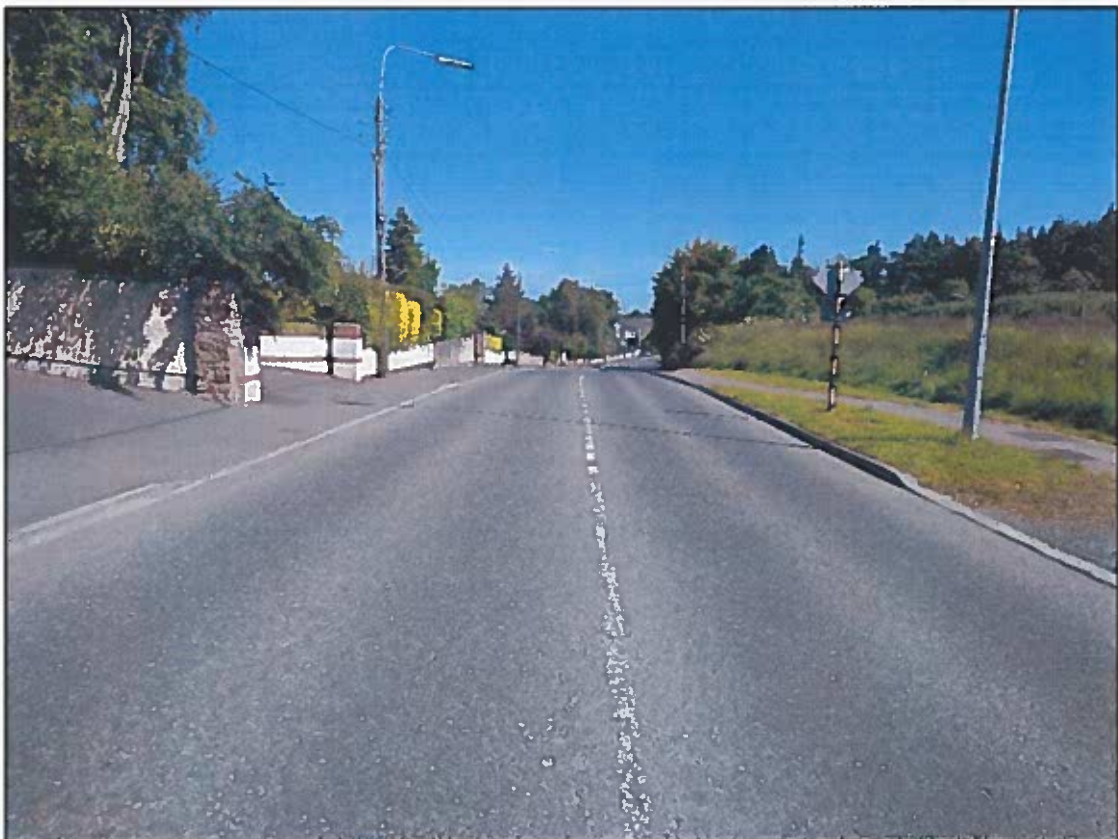
Figure 4.1: Cycle Scheme Sub-Sections



**Section 1: South Ring Road Roundabout – Naas Garda Station**

- 4.3 Section 1 extends for approximately 270m from the South Ring Road roundabout to Naas Garda Station. The carriageway width along this section ranges from 7.50m to 9.00m with footpaths of a general 2.0m width provided on both sides of the carriageway.
- 4.4 The western boundary is fronted by 13no. private residences which gain direct access onto the road. There are also several private residences on the eastern side.
- 4.5 Visually the carriageway appears wide which lends itself to being perceived as a higher speed traffic route which is reflected in traffic surveys undertaken as part of the scheme. These surveys recorded an 85th percentile speed (the speed at which 15% of vehicles exceed) of 62kph. The recorded Annual Average Daily Traffic (AADT) along this section is of the order of 9,000 vehicles.

Figure 4.2: Kilcullen Road Section 1: View looking north in vicinity of South Ring Road Roundabout



**Section 2: Naas Garda Station – Ballymore Road Junction**

- 4.6 Section 2 of the proposed route extends for over 440m, from Naas Garda Station to the Ballymore Road junction. This section of the route has a carriageway width ranging from 8.5m to 11.5m with footpaths of a general 2.0m width provided on both sides of the carriageway.
- 4.7 Private residences, housing developments and businesses all gain direct access onto the road. Patrician Avenue forms a junction with the Kilcullen Road, thus providing a link to the Ballymore Road. A limited supply of on street parking provision exists on both the eastern and western side of the road.
- 4.8 This section of road is again relatively wide leading to a perception of acceptable higher speeds which is again reflected in the recorded 85 percentile speed of 62kph. The recorded Annual Average Daily Traffic (AADT) along this section is of the order of 9,000 vehicles.

**Figure 4.3: Kilcullen Road Section 2: View looking north in vicinity of Naas Garda Station**



### Section 3: Fairgreen Street

- 4.9 Section 3 of the proposed route extends for over 170m from the Ballymore Road junction to the Main Street / Newbridge Road traffic signalised junction.
- 4.10 The street is wide in nature from Ballymore Road up to Corbans Lane and is characterised by minimum 2.00m footpaths both sides of the road, intermittent parking and set-down areas and an approximate 12.00m wide carriageway which incorporates right turn lanes and a central ghost island median.
- 4.11 Thereafter, north of Corban's Lane, the road narrows progressively from 12.00m to 8.50m at the Main Street traffic signal junction. The associated footpaths also become narrow on both sides of the road.
- 4.12 The recorded 85<sup>th</sup> percentile speed is in the order of 39kph indicating that the town centre context, with an increased presence of urban features, encourages drivers to travel at appropriate speeds. The recorded Annual Average Daily Traffic (AADT) along this section is of the order of 16,000 vehicles.

**Figure 4.4: Kilcullen Road Section 3: View looking north in the vicinity of the Ballymore Road Junction**



## 5. Alternatives Considered

### Overview

- 5.1 A number of options have been considered for each section of the proposed route. The key alternatives considered are summarised below.

#### **Section 1: South Ring Road Roundabout – Naas Garda Station**

- 5.2 The most southern section of the scheme from the South Ring Road Roundabout to the Garda Station carries an AADT volume of circa 9,000 and an 85th percentile speed of 62kph. These traffic conditions would mitigate against integrated provision of shared street wherein cyclists share the road carriageway with vehicular traffic. Achieving a desirable 30kmh operating speed for shared street provision on a road of this nature would not be practicable.
- 5.3 Cycle tracks were initially considered for this section of route however upon detailed alignment review it was concluded that achieving this provision would either require sub-standard footpath and cycle track widths or land acquisition. Therefore the provision of a two way shared pedestrian and cycle facility on both sides of the carriageway offered the highest level of service to pedestrians and cyclists without impacting on adjacent properties.

#### **Section 2: Naas Garda Station – Ballymore Road Junction**

- 5.4 The next 440m of the route from Naas Garda Station to the Ballymore Road junction has a carriageway width ranging from circa 8.50 to 11.50m which created the opportunity to transition the shared pedestrian and cycle track into a segregated provision.
- 5.5 Therefore the solution which is considered to be the most appropriate, is to provide a one-way cycle facility on both sides of the carriageway with cycle traffic flowing in the same direction as vehicular traffic. This facility could either be provided in the form of cycle lanes or cycle tracks. Cycle lanes are part of the carriageway, so cyclists are therefore integrated with the general traffic regime. Cycle tracks are segregated from the traffic regime and offer protection to the cyclist by provision of a kerb or level difference. It was concluded that cycle tracks be implemented as this will ensure that the cycle provision retains its function at all times by discouraging vehicles from entering the track or parking on it.
- 5.6 A raised adjacent cycle track was deemed most appropriate. This will allow the footpath and cycle track to continue across all entrances. Entrances would be dealt with by provision of bevelled kerbs from carriageway to cycle track and from cycle track to footpath. To prioritise cycle movements at side roads, the raised adjacent cycle tracks will be dropped to cycle lanes at road level in advance of the junctions to ensure ease of turning for cyclists.

#### **Section 3: Fairgreen Street**

- 5.7 The last 170m of the route runs along Fairgreen Street which stretches from the Ballymore Road junction to the traffic signalised junction at Main Street and Newbridge Road (New Row).
- 5.8 The street is wide in nature from Ballymore Road up to Corban's Lane and is characterised by minimum 2.00m footpaths either side of the road, intermittent parking and set-down areas and a 12.00m carriageway which incorporates right turning lanes and a central median.
- 5.9 Thereafter, north of Corban's Lane, the road narrows progressively from 12.00m to 8.50m at the Main Street traffic signal junction. The associated footpaths also become narrow on both sides of the road.
- 5.10 A potential option is to continue the cycle tracks / lanes for the remainder of the route. However, this provision could only be effectively provided as far as the Corban's lane junction as there is inadequate residual space thereafter to provide adequate cycle tracks / lanes on either side of the carriageway.



- 5.11** Whilst Fairgreen Street carries a notable volume of traffic, the prevailing operating speeds would be conducive to an integrated provision whereby cyclists would share the lane in a mixed traffic regime. This type of a facility is the most appropriate provision for a town centre environment and traffic management measures will facilitate a prevailing traffic speed of 30kmh.
- 5.12** Therefore it is a preferable option to introduce the shared street provision on the entire extents of Fairgreen Street. This will also facilitate the widening of footpaths and general improvement to the streetscape.

## 6. Description of Proposed Scheme

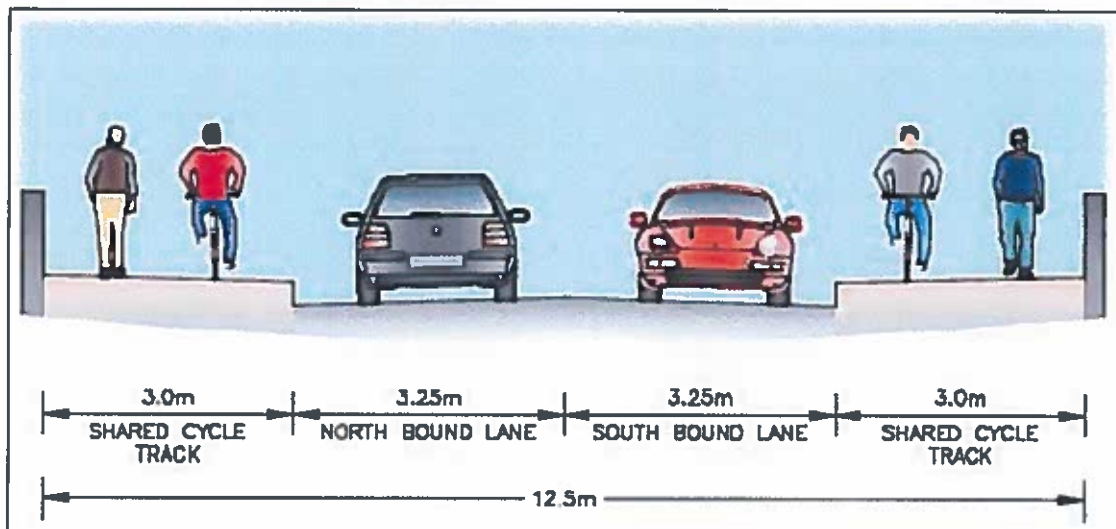
### Link Provision

- 6.1 The preferred options for each section consist of a number of different link types as follows;
- **Section 1:** 3.0m (min) Shared Use Two-Way Pedestrian / Cycle Track on both sides of a 6.5m carriageway;
  - **Section 2:** 1.75m (min) Segregated One-Way Cycle Track and 1.75m (min) Footpath provided on both sides of a 6.5m Carriageway;
  - **Section 3:** 3.0m (min) Footpath provided on both sides of a 6.5m Shared Street Carriageway.

#### Section 1: South Ring Road Roundabout – Naas Garda Station

- 6.2 The provision of a widened two-way shared use facility on both sides of the carriageway offers the highest quality of service without impacting on the adjacent properties.
- 6.3 As such, the southern section of the route extends from the South Ring Road roundabout to Naas Garda Station in the form of a shared pedestrian / cycle track with a desirable width of 4.0m and a minimum width of 3.0m.
- 6.4 The route connects to the existing pedestrian and cycle provision on the roundabout which in turn joins up with the Piper's Hill Scheme. Figure 6.1 illustrates a schematic cross-section of the proposed link type.

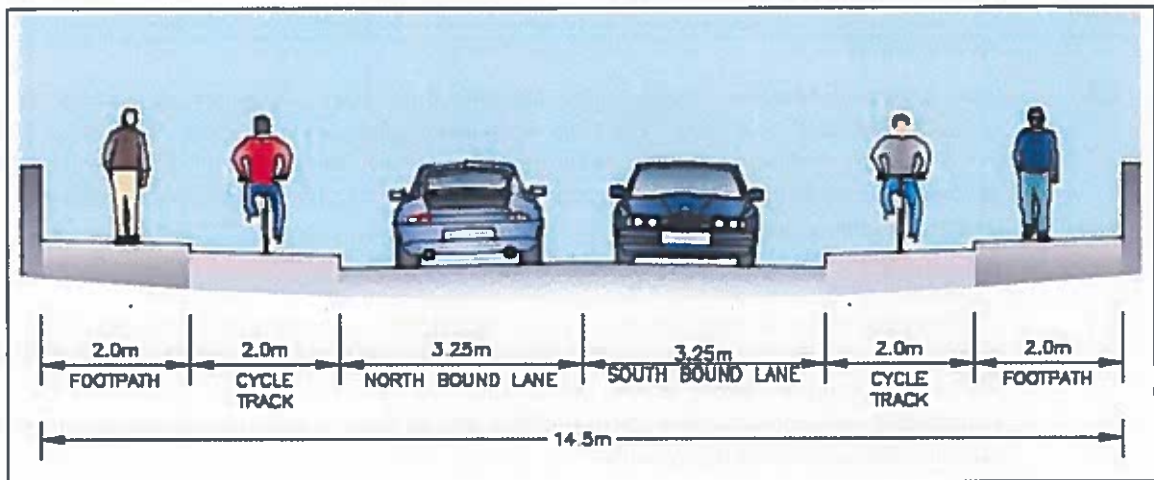
Figure 6.1: Section 1 Proposed Cross-Section



#### Section 2: Naas Garda Station – Ballymore Road Junction

- 6.5 Beyond Naas Garda Station the route will operate as a segregated facility in the form of a raised adjacent cycle track on both sides of the road with a desirable width of 2.0m and a minimum of 1.75m in each direction. To prioritise cycle movements at side roads, the raised adjacent cycle tracks will be dropped to cycle lanes at road level in advance of the junctions to ensure ease of egress for cyclists. Once cyclists have cycled past the side road, cyclists will transition back on to a raised adjacent cycle track. Figure 6.2 illustrates a schematic cross-section of the proposed link type.

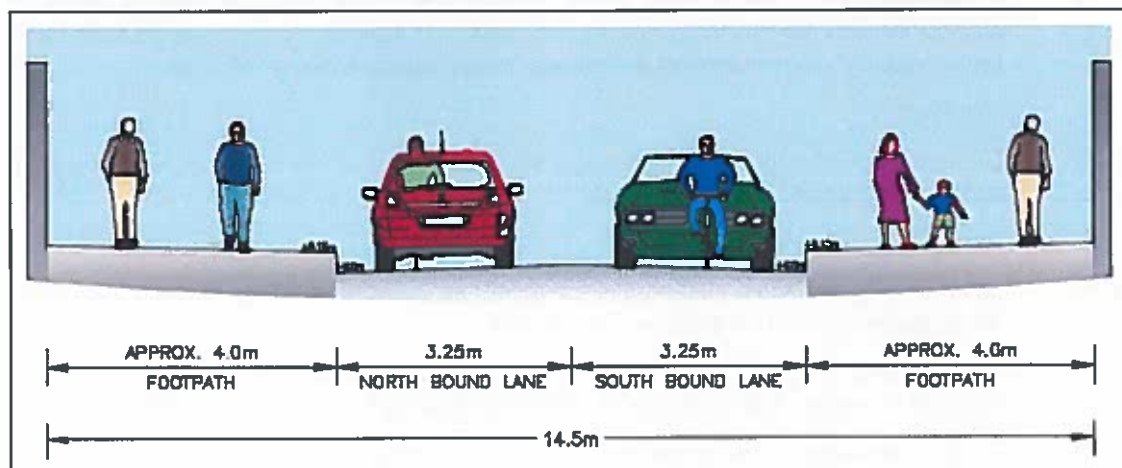
Figure 6.2: Section 2 Proposed Cross-Section



**Section 3: Ballymore Road Junction to Main Street / Newbridge Road Junction**

- 6.6 Fairgreen Street carries a notable volume of traffic in the order of 16,000 AADT, however the current prevailing operating speed (85 percentile of 39kph) would be conducive to an integrated provision whereby cyclists would share the street in a mixed traffic regime. This type of a facility is the most appropriate provision for a town centre environment and would complement the existing provision on Main Street.
- 6.7 Therefore, beyond the Ballymore Road junction cyclists are transitioned on street and the route operates as a shared street facility as far as the signalised junction intersecting with Main Street. This marks the end of the proposed scheme. Traffic calming measures have been introduced to reduce vehicle speeds thereby providing a comfortable and safe environment for cyclists to travel through. Extended footpath widths improve the movement and comfort of pedestrians and improve the place context of the street. Figure 6.3 illustrates a schematic cross-section of the proposed link type.

Figure 6.3: Section 3 Proposed Cross-Section



## Key Ancillary Elements

### Accessibility

- 6.8 The proposed Kilcullen Road Cycle Scheme has been designed in accordance with the requirements of the National Disability Authority's guidance document "Building for Everyone" 2013, thereby ensuring that vulnerable road users such as the elderly, children and the mobility and visually impaired are afforded adequate provision to ensure ease of access within the road and street environment.

### Pavement

- 6.9 Construction of the shared use pedestrian / cycle tracks and the raised adjacent cycle tracks shall consist of a bound flexible pavement. The segregated footpaths shall consist of concrete which will be reinforced at vehicle access points where vehicles are required to cross. Exact pavement construction of pedestrian and cycle facilities and of road overlay requirements will be subject to specification at detailed design stage.

### Kerbing

- 6.10 All road side kerbing provided to the raised adjacent cycle track to be precast concrete kerbs with a 50mm upstand.

### Side Road Junctions

- 6.11 Cyclists shall maintain priority across side road junctions. This has been achieved by transitioning cycle tracks to cycle lanes 10.0m in advance of the junction and continuing the cycle lane through the junction before transitioning the cycle lane back to cycle track 5.0m beyond the junction.
- 6.12 Pedestrians will negotiate junctions via a raised uncontrolled side road crossing. Stop lines are to be located in advance of crossings to encourage a two stage approach by traffic exiting the side road junction.
- 6.13 Kerb radii have been reduced to 4.5m for all side roads and 6.0m for the Ballymore Road junction to reduce vehicle turning speeds and to reduce pedestrian crossing distances.

### Vehicular Access

- 6.14 Pedestrians and cyclists shall retain priority across all vehicular access locations. Kerbs associated with the raised adjacent cycle track and footpaths shall bevelled from carriageway to cycle track and from cycle track to footpath to facilitate access by vehicles.

### Gradient

- 6.15 Gradients are dictated by the existing vertical alignment of the Kilcullen Road, which consists of acceptable gradients along its extents.

### Drainage and Flooding

- 6.16 Cycle facility surfaces shall drain towards one side, preferably towards the road or street carriageway. Cross falls shall be 1:40 (2.5%).
- 6.17 Existing road drainage along the Kilcullen Road will be maintained wherever possible. There is potential for gullies and manholes to be relocated as part of the road and street upgrade.
- 6.18 There is no watercourse in close proximity to the route, therefore there is no requirement for a Flood Risk Assessment (FRA) to be undertaken.

### Public Lighting

- 6.19 Public lighting is an essential part of any pedestrian and cycle scheme. It increases the attractiveness and sense of security of the scheme. Existing public lighting along the Kilcullen Road is considered to be of a sufficient standard to illuminate all pedestrian, cyclist and road and

street surfaces. However a full review of the public lighting infrastructure should be undertaken at detailed design stage.

### **Parking**

- 6.20 The proposed scheme results in the overall loss of 31 on street parking spaces from the existing 70 parking spaces currently located along the proposed route extents.
- 6.21 A parking survey was undertaken during March 2016 of the current on street and off street parking provisions available in the immediate vicinity of the proposed scheme extents. These surveys revealed a surplus of 81 car parking spaces. When the 31 spaces are removed as a result of the proposed scheme, a surplus of 50 spaces would be expected.
- 6.22 The proposed on street parking bays are designed to be 2.4m wide and 6.0m wide. This allows for adequate space in which to comfortably park a car. On approach to the on street parking locations, the proposed cycle tracks are transitioned to road level cycle lanes and incorporate a 0.75m wide buffer strip adjacent the car parking spaces.

### **Traffic Signs and Road Markings**

- 6.23 The Kilcullen Road Cycle Scheme will require a full review of existing signage associated with the route and proposed signage associated with the upgraded pedestrian and cycle facilities. Signs should also be carefully sited to avoid any interference with the sight lines or visibility distances incorporated into the geometric design. All signage shall be provided in accordance with the Traffic Signs Regulations and the Traffic Signs Manual.
- 6.24 Painted road markings will be used to delineate the carriageway centre line and control markings at side road junctions. Markings will be provided along the extents of the cycle facilities on both sides of the road. All markings shall be provided in accordance with the Traffic Signs Regulations and the Traffic Signs Manual.

## 7. Appropriate Assessment

### Screening Report

- 7.1 A Screening Report was produced to fulfil the requirements of EU Habitats Directive (92/34/EEC). The screening document provides the information required in order to establish whether or not the proposed greenway is likely to have a significant impact on Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated.
- 7.2 The proposed works located at Kilcullen Road do not lie within or immediately adjoining any Special Areas of Conservation or Special Protection Areas. The nearest site located within 15km of the proposed works is the Poulaphouca Reservoir SPA (004063), situated some 9.87km from the proposed scheme extents.
- 7.3 The Appropriate Assessment Screening Report, contained under separate cover, concludes that there are no material impacts arising from the proposed scheme on Natura 2000 sites. It is therefore not necessary to progress to Stage 2 Appropriate Assessment.

## 8. Impact of the Proposed Scheme

### Introduction

8.1 The following categories have been identified as factors which may impact on the environment and thus require further considerations:

- Traffic and Transport;
- Landscape and Visual Impact;
- Ecology;
- Cultural Heritage;
- Noise and Air Quality;

### Traffic and Transport

#### Impact on Vehicular Traffic

8.2 There will be no negative traffic impact due to the proposals, with an anticipated neutral impact in terms of traffic volumes on the R448 Kilcullen Road.

8.3 The reduction in carriageway width on the R448 to a consistent 6.5m will reduce traffic speeds. Right turn lanes onto the Ballymore Road and Corban's Lane will be removed and raised platform crossings will be added to all side road junctions. A raised crossing will also be introduced just north of the Ballymore Road Junction. There will be a benefit to be gained from these speed management measures along the R448 which will facilitate ease of traffic movement to and from the side roads.

#### Impact on Pedestrians

8.4 The proposed scheme will have an overall positive impact on pedestrians with significant extents of footpath widening, in particular at Fairgreen Street. The upgrade of side road junctions and access points along the R448, will see improvement of pedestrian crossing facilities and raised crossings, giving more comfort and prominence to the pedestrians. The reduction in carriageway width to a consistent 6.5m will reduce traffic speeds and give pedestrians further encouragement to use the scheme and to cross the road in a safe and secure manner at key crossing points and desire lines. The scheme environment will also be more convenient and easier to use for disabled users, children and the elderly.

#### Impact on Cyclists

8.5 The scheme will significantly improve facilities for cyclists. The scheme will provide for high quality continuous and attractive cycle facilities along the extent of the route which will provide for a Quality of Service of A.

8.6 The scheme also represents a key link within the Naas Cycle Network providing connection between the Pipers Hill Cycle Scheme and cycle facilities on the South Ring Road to Naas Town Centre allowing safe and comfortable access for cyclists.

#### Impact on Road Safety

8.7 The scheme design will be subject to an independent Road Safety Audit and Road User Audit.

#### Construction Traffic

8.8 During the construction phase, vehicular movement will increase in the immediate area, and temporary vertical elements such as hoarding or protective fencing, will be put in place. All construction impacts will be temporary, and will include the following:-

- Site preparation works and operations;
  - Site infrastructure works and vehicular access;
  - Construction traffic;
  - Dust and other emissions;
  - Temporary hoardings or fencing;
  - Temporary site lighting;
  - Temporary site accommodation cabins and huts.
- 8.9 Prior to commencement of the works, the Contractor should prepare a Construction Environmental Management Plan to set out site specific measures to avoid and minimise potential impacts on sensitive environmental receptors that could potentially occur during the construction phase.

### Landscape and Visual

- 8.10 All works will take place within the existing roadway cross section. There will be a significant reduction in vehicular road carriageway space which will be complemented by a significant increase in pedestrian and cycle provision. These measures will significantly reduce the vehicular dominant feel to the existing roadway.
- 8.11 The significant increase in the public realm space provision particularly at the Ballymore Road junction and northern end of the scheme will create the opportunity to introduce additional street features such as cycle parking stands, seating, landscaping and other elements which will be determined at the detail design stage of the project. At the same time, redundant street furniture, road signage and road markings can also be identified and removed to reduce street clutter.

### Ecology

- 8.12 The proposed works located at Kilcullen Road do not lie within or immediately adjoining any ecologically sensitive areas. The works are proposed to take place within the existing road corridor. On this basis the general ecological impact of the Kilcullen Road Cycle Scheme is considered negligible.

### Built and Cultural Heritage

- 8.13 A desktop study was undertaken to identify the architecture, archaeology and cultural heritage within the study area. Information was obtained from the Department of Arts, Heritage and the Gaeltacht's, Historic Environment Viewer.
- 8.14 The interactive map based database provides access to the records of the National Monuments Service "Sites and Monuments Record" (SMR) and the National Inventory of Architectural Heritage. The record of Protected Structures as contained in the Naas Town Development Plan 2011-2017 was also referred to during the search.
- 8.15 The outcome of the desktop exercise is described following, but in overall terms the proposed scheme is not predicted to have any significant negative heritage or archaeological impacts:

#### **National Monuments Service**

- 8.16 The desktop research indicated that the scheme did not have any SMRs near its extents along the Kilcullen Road. Therefore, the proposed scheme will not have any impact on SMRs.

#### **National Inventory of Architectural Heritage**

- 8.17 Desktop research identified two NIAH records along the extents of the proposed scheme. These records consisted of two houses.



- **Reg. No. 11814017:** Terraced three-bay two story house built circa 1890. The proposed scheme is not predicted to have any material impact on this NIAH record.
- **Reg. No. 11814080:** End-of-terrace five bay two-storey house built circa 1850. The proposed scheme is not predicted to have any significant material impact on this NIAH record.

#### **Naas Town Record of Protected Structures**

- 8.18 Appendix II of the Naas Town Development Plan 2011-2017 has been reviewed in order to identify any Records of Protected Structures (RPS) which may be impacted by the proposed scheme. This review has not highlighted any protected structures proximate to the proposed scheme. Therefore, the proposed scheme is not predicted to have a significant negative impact on any RPS.

#### **Construction Stage**

- 8.19 Notwithstanding the anticipated minimal impact on built heritage and archaeology, it is proposed that during construction stage an archaeologist shall be present on site to monitor archaeology during excavation work.

#### **Noise and Air Quality**

- 8.20 There are no negative impacts predicted in terms of noise levels and air quality. Improving pedestrian and cyclist provision creates the potential to reduce noise levels and improve air quality due to an increased level of uptake in these more sustainable modes of transport and a potential reduction in car travel.

## 9. Submissions

Submissions with respect to the proposed development may be made in writing to:

Senior Executive Officer,  
Roads Transport and Public Safety,  
Kildare County Council,  
Aras Chill Dara,  
Devoy Park,  
Naas,  
Co. Kildare.

or by email to: [roads@kildarecoco.ie](mailto:roads@kildarecoco.ie)

**on or before 12.00 noon on Friday the 16th of December 2016**

Submissions should be headed: " **Kilcullen Road (Naas) Cycle Scheme** "

All comments, including names and addresses of those making submissions in regard to this scheme will form part of the statutorily required report to be presented to the monthly meeting of Kildare County Council. Accordingly these details will be included in the minutes of that meeting and may appear in the public domain.