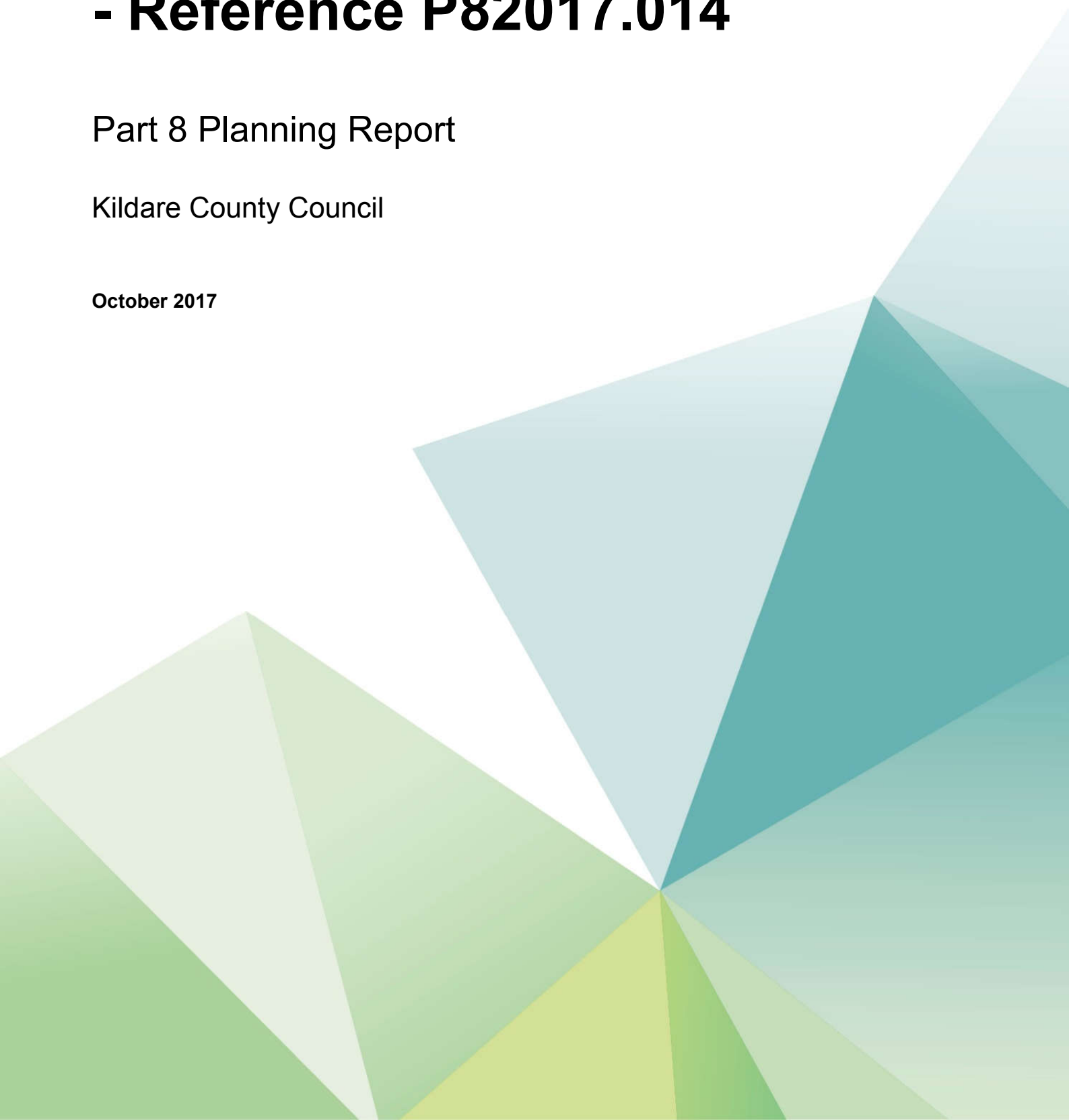


Naas to Kill Cycle Scheme - Reference P82017.014

Part 8 Planning Report

Kildare County Council

October 2017



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Table of contents

Chapter	Pages
1. Introduction	5
Scheme Overview	5
Stakeholder Consultation	6
Public Consultation	6
Part 8 Planning Documentation	6
Works Extents	7
2. Purpose of the Scheme	9
Project Aim	9
Scheme Objectives	9
Design Principles and Design Guidance	9
3. Planning and Policy Context	10
Planning Policy	10
National Transport Policy	10
Regional Transport Policy	10
Development Plans & Local Area Plans	11
4. Description of Proposed Route	13
Route Overview	13
5. Alternatives Considered	17
Overview	17
6. Description of Proposed Scheme	20
Link Provision	20
Key Ancillary Elements	23
7. Impact of the Proposed Scheme	25
Introduction	25
Traffic and Transport	25
Landscape and Visual	26
Ecology	26
Built and Cultural Heritage	26
Noise and Air Quality	28
8. Submissions	29
Appendices	30
None	
Tables	
Table 3-1: Kildare County Development Plan 2017-2023 Relevant Policies and Objectives	12
Table 3-2: Kill Small Town Plan 2017-2023 Relevant Policy	12

Figures

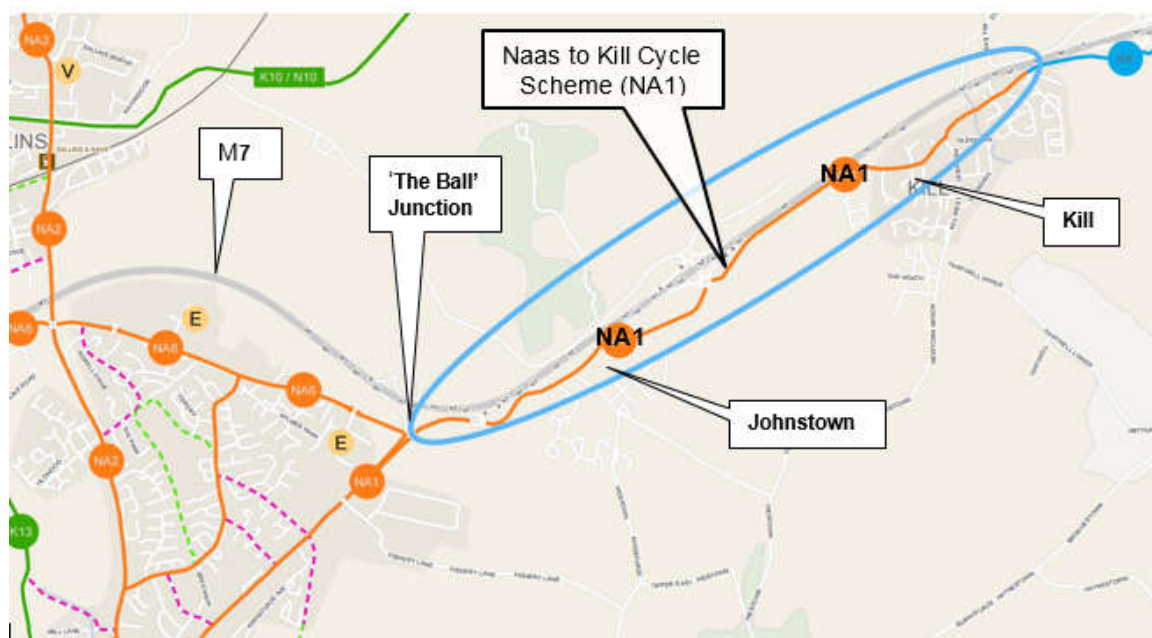
Figure 1-1: Naas Cycle Network (Extract from CNP)	5
Figure 1-2: Scheme Extent	6
Figure 4-1: Route Sections	13
Figure 4-2: Naas to Kill Section 1: View Eastbound from 'The Ball' roundabout in Naas	14
Figure 4-3: Naas to Kill Section 2: View Eastbound from Centra in Johnstown	14
Figure 4-4: Naas to Kill Section 3: View Eastbound toward Kill Village from the Route	15
Figure 4-5: Naas to Kill Section 4: View Eastbound Entering Kill Village	15
Figure 4-6: Naas to Kill Section 4: View Eastbound Exiting Kill Village	16
Figure 4-7: Naas to Kill Section 4: View Eastbound Approaching Scoil Bhríde	16
Figure 6-1: Section 1: Proposed Cross-Section	20
Figure 6-2: Section 2: Proposed Cross-Section	21
Figure 6-3: Section 3 Proposed Cross-Section	22
Figure 6-4: Section 4 Proposed Cross-Section	23

1. Introduction

Scheme Overview

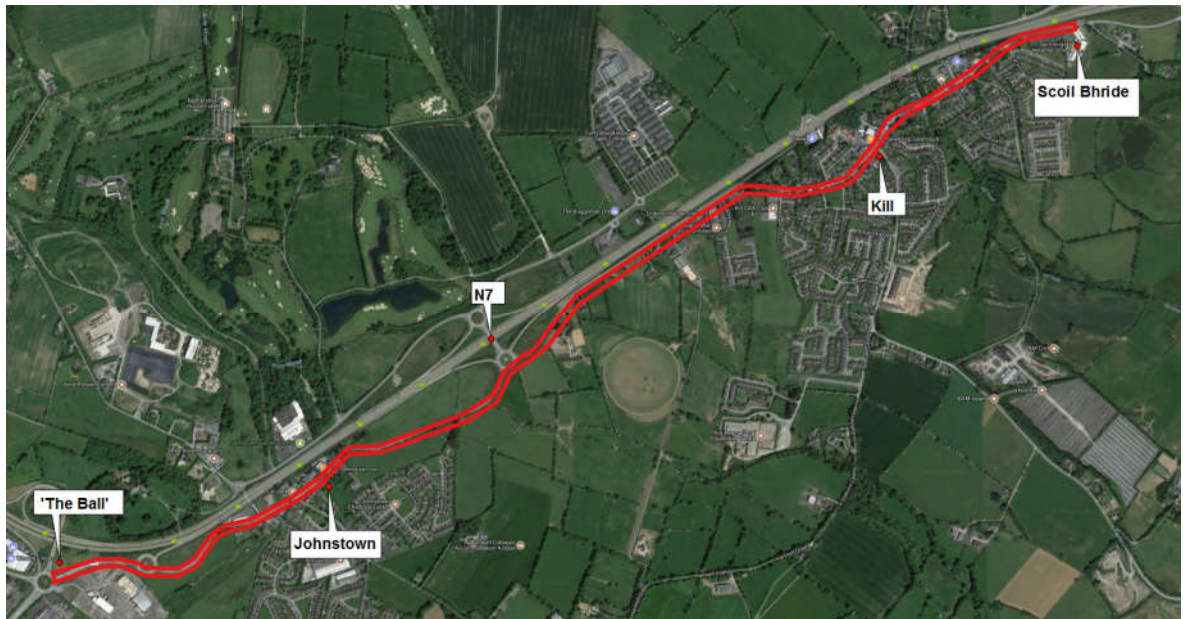
- 1.1. Kildare County Council (KCC) in partnership with the National Transport Authority (NTA) propose to deliver high quality cycle routes within the Naas area. Implementing policies as set out within the National Cycle Policy Framework (NCPF), the NTA have developed a Cycle Network Plan (CNP) for the 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 Naas to Kill Cycle Scheme, subject of this Part 8 application, forms part of Route NA1 as identified within the CNP maps for Naas. Figure 1-1 illustrates the location of the Naas to Kill Cycle Scheme in relation to the proposed wider cycling network for Naas.

Figure 1-1: Naas Cycle Network (Extract from CNP)



- 1.4. The Naas to Kill Cycle Scheme consists of upgrading approximately 4.55km of existing shared pedestrian cycle paths and footpaths from 'The Ball' at junction 9 on the N7 in Naas through to Scoil Bhríde on the eastern side of Kill Village. The Scheme will improve connectivity of the overall existing cycle network, specifically the Dublin Road Cycle Scheme which will provide a cycle link into the town centre of Naas. To the east, the scheme will extend through the Earls Court roundabout junction in Kill and as far as Scoil Bhríde in Kill located on the western environs of Kill. The extents of the proposed cycle scheme are shown in more local detail overleaf in Figure 1-2.

Figure 1-2: Scheme Extent



Stakeholder Consultation

- 1.5. Stakeholder Consultation has been undertaken with the following key stakeholders;
- The Public
 - 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 Kill GAA Club House on Wednesday 18th of January 2017 from 4:00 pm to 8:00 pm.
- 1.8. Representatives from both KCC and Atkins attended this event and attendees were invited to make written submissions on the day. These submissions were taken into account in the preparation of this Part 8 planning scheme.

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/P8/0010: Part 8 Cover Sheet
 - Drawing 5139616/HW/P8/0011: Part 8 Site Location Plan
 - Drawing 5139616/HW/P8/0012: Part 8 Site Extents (Sheet 1 of 2)
 - Drawing 5139616/HW/P8/0013: Part 8 Site Extents (Sheet 2 of 2)
 - Drawing 5139616/HW/P8/810: Part 8 General Layout (Sheet 1 of 9)
 - Drawing 5139616/HW/P8/811: Part 8 General Layout (Sheet 2 of 9)
 - Drawing 5139616/HW/P8/812: Part 8 General Layout (Sheet 3 of 9)
 - Drawing 5139616/HW/P8/813: Part 8 General Layout (Sheet 4 of 9)
 - Drawing 5139616/HW/P8/814: Part 8 General Layout (Sheet 5 of 9)
 - Drawing 5139616/HW/P8/815: Part 8 General Layout (Sheet 6 of 9)
 - Drawing 5139616/HW/P8/816: Part 8 General Layout (Sheet 7 of 9)
 - Drawing 5139616/HW/P8/817: Part 8 General Layout (Sheet 8 of 9)
 - Drawing 5139616/HW/P8/818: Part 8 General Layout (Sheet 9 of 9)
- Appropriate Assessment Screening Report

Works Extents

- 1.10. The proposed scheme can be broken down into four sections:
- Section 1: 'The Ball' Roundabout (J9) at Naas to Johnstown Village;
 - Section 2: Johnstown village;
 - Section 3: Johnstown Village to Kill Village;
 - Section 4: Kill Village (Including route to Scoil Bhríde).
- 1.11. Section 1: The section from 'The Ball' at Naas to Johnstown village consists of approximately 850m of 3.0m wide shared use pedestrian and cycle path. Along this segment, the current shared pedestrian and cycle track will be effectively maintained in its current form with any appropriate improvements to signage, surfacing and lighting incorporated. The transitions proposed to the cycle provisions within Johnstown are well planned to ensure legibility, comfort and safety.
- 1.12. Section 2: The section of the scheme within Johnstown is comprised of approximately 500m of road and street carriageway and footpath through Johnstown Village. Within the village it is proposed to implement speed management and traffic calming measures. This will facilitate a self-regulating 30kph speed limit environment which, in turn, will facilitate a shared street mixed traffic regime wherein cyclists will cycle on street. Pedestrians will utilise the existing footpaths. There are no works proposed to the existing footpaths within this section of the scheme.
- 1.13. Section 3: The section of the scheme between Johnstown and Kill consists of approximately 1.7km of 3.0m wide shared use pedestrian and cycle path. Along this segment, the current shared pedestrian and cycle track will be effectively maintained in its current form with any appropriate improvements to signage, surfacing and lighting incorporated. The transitions proposed to the cycle provisions within Kill are well planned to ensure legibility, comfort and safety.

- 1.14. Section 4: The Kill Village section consists of approximately 1.5km of road and street carriageway through Kill Village. Within the village it is proposed to implement speed management and traffic calming measures. This will facilitate a self-regulating 30kph speed limit environment which, in turn, will facilitate a shared street mixed traffic regime wherein cyclists will cycle on street. In addition, due to the significant volume of trips to and from Scoil Bhríde, located at the eastern end of the village, and Kill GAA club players to the west end of Kill, it is also proposed to provide an off road cycle provision within the village for use, in particular, by younger cyclists. This will operate as a shared pedestrian and cycle path through the village. The provision is to be achieved by upgrading the existing footpath and making alterations to the southern kerblines along the road and street carriageway in Kill. The route on approach to Scoil Bhríde will also benefit from an upgrade of the Earls court junction to a raised priority controlled junction and the upgrade of the school access junction to a mini roundabout junction.

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 which provides an optimal balance of provision between the various competing transport modes along the route 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;
 - to identify a preferred option for the cycle route through the study area.

Design Principles and Design Guidance

- 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.
- 2.4. The cycle network has been designed in accordance with the guidance set out in the National Cycle Manual (NCM). Given the urban environment of both Johnstown and Kill, 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. The manual recognises the higher priority of pedestrians and cyclists without unduly compromising vehicle movement. In this context, the scheme also incorporates key consideration of pedestrian provision and traffic speed.
- 2.5. In context with the above, the cycle route requirements are well balanced with the needs of pedestrians. In addition the requirements for vehicular traffic movements and parking have also been 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, the scheme design must be considered in the context of the specific characteristics of the route and also the 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 NA1 between 'The Ball' at Junction 9 (N7) and Earls Court roundabout in Kill.

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 (2017-2023).

Kildare County Development Plan 2017-2023

- 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 walking and cycling objectives outlined within the Development Plan which are of particular relevance to this project as follows:

Ref.	Description
<u>Walking and Cycling Policy</u>	
WC 1	Prioritise sustainable modes of travel by the development of high quality walking and cycling facilities within a safe street environment
WC 2	Promote the development of safe and convenient walking and cycling routes
WC 3	Ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within the existing areas in order to maximise access to town centres, local shops, schools, public transport services and other amenities.
WC 4	Ensure that all new roads and cycle routes implement the National Cycle Manual, with a focus on a high level of service for cyclists and encouraging a modal shift from car to cycling
WC 7	Provide for safer routes to schools within the county and to promote walking and cycling as suitable modes of transport as part of the Green Schools Initiative Programme and other local traffic management improvements.
WC10	Support the implementation of the Greater Dublin Area Cycle Network Plan, NTA (2015), in a balanced way in County Kildare.
<u>Walking and Cycling Objectives</u>	
WCO 3	Carry out local traffic management improvements to provide safer routes to schools in order to encourage students, where possible, to walk and cycle as a sustainable alternative to the car. These improvements may be carried out in conjunction with the NTA, through the Sustainable Transport Management Grants Scheme.
WCO 4	Secure the development of the following specific cycle schemes (subject to funding from the NTA) as part of the GDA Cycle Networks Projects: – Dublin Road Corridor Scheme Naas;

Ref.	Description
	<ul style="list-style-type: none"> - Maynooth Town North South Corridor; - Naas to Sallins; - Barrow Blueway (Waterways Ireland); - Kilcullen Road; and - Kill to Naas.North Kildare Cycleway (Dublin Galway Route);
WCO 8	Actively support the implementation of the National Cycle Policy Framework, with a focus on encouraging a modal shift from vehicular to cycling modes.

Table 3-1: Kildare County Development Plan 2017-2023 Relevant Policies and Objectives

Kill Small Town Plan 2017-2023

- 3.13. The Plan seeks to provide a coherent planning framework for the development of Kill, designated as a small town in the County Settlement Strategy.
- 3.14. There are a number of specific policies outlined within the Town Plan which are of particular relevance to this project as follows:

Policy Ref.	Policy Description
<u>Movement and Transport</u>	
KL 09	Maintain and improve as required the local road (streets) network to ensure high standard of road quality and safety in the town.
KL 10	Improve the quality, aesthetics and width, where appropriate, of all footpaths in the town and improve access for people with disabilities.
<u>Walking and Cycling</u>	
KL 15	Facilitate the provision of linked pedestrian routes around the town.
KL 16	To provide a high quality cycle network in the town. In particular linking the following areas: <ul style="list-style-type: none"> (a) From the GAA Club to Scoil Bhríde. (b) From the Kill International Equestrian Centre to the Main St. /town centre. (c) From Scoil Bhríde to the Main St./Town Centre. (d) Along Hartwell Road to the Main Street.
KL 17	Reduce the proliferation of pedestrian barriers in the interests of public safety.
KL 18	Prepare a preliminary design of a cycle and pedestrian facilities network in the town.

Table 3-2: Kill Small Town Plan 2017-2023 Relevant Policy

4. Description of Proposed Route

Route Overview

- 4.1. The proposed route subject of the Naas to Kill Cycle Scheme extends from 'The Ball' roundabout at N7 Junction 9 'Sallins/Naas North' through Johnstown village and Kill village and past the Earls Court roundabout junction and on to Scoil Bhríde at the eastern side of Kill. The proposed route extends over approximately 4.55km of both urban and rural road and street carriageway. The four sections identified in Chapter 1 are illustrated in Figure 4-1 below and are described in more detail following.

Figure 4-1: Route Sections



Section 1: 'The Ball' Roundabout to Johnstown

- 4.2. Section 1 extends for approximately 850m from 'The Ball' roundabout to Johnstown village. The existing shared use cycle and pedestrian path is located adjacent to a 7.0m wide road carriageway and has a width of 3.00m and a minimum 1.0m wide grass verge to either side. There is a second roundabout located approximately halfway along this section which facilitates the westbound N7 diverge ramp. Public lighting is provided along the entire extents of this section, predominantly along the southern side of the road.
- 4.3. As illustrated in Figure 4-1, this section is bordered to the south initially by a vacant brownfield site towards the Naas end and subsequently by greenfield landholdings towards the eastern end at Johnstown. Along its northern boundary, the route is adjoined by narrow land strips but is ultimately bounded by the N7 Dual Carriageway. There are 2 No. accesses to the vacant brownfield site and 3 No. field accesses.
- 4.4. The existing peak hour pedestrian and cyclist flows along this section are of the order of 13 and 9 respectively. These volumes are considered to be very low. A shared facility with an effective width of 3.00m, which the existing provision has due to the adjacent verges either side, would be able to cater for medium flows of up to 150 cyclists per hour and 200 pedestrians per hour.

Figure 4-2: Naas to Kill Section 1: View Eastbound from ‘The Ball’ roundabout in Naas



Section 2: Johnstown Village

- 4.5. Section 2 extends for approximately 500m through Johnstown Village. The street within Johnstown generally consists of a 6.50m to 7.00m wide carriageway. Public lighting is provided throughout the village predominantly along the northern side of the street.
- 4.6. This street forms the main activity centre of the village. The street is fronted by numerous commercial and residential properties and their associated accesses. There exists a limited supply of on street parking provision on both the northern and southern side of the street. The proximity of buildings, walls and in curtilage gardens and parking results in a relatively narrow corridor through the village. The carriageway incorporates a number of existing raised table speed bumps.
- 4.7. This section of street experiences an 85 percentile speed of 47 Kph. The estimated Annual Average Daily Traffic (AADT) along this section of the route is of the order of 5000 vehicles.

Figure 4-3: Naas to Kill Section 2: View Eastbound from Centra in Johnstown



Section 3: Johnstown Village to Kill Village

- 4.8. Section 3 of the proposed route extends for 1.7km between Johnstown and Kill village. The existing shared use cycle and pedestrian path, as shown in Figure 4-4, is located adjacent to a 7.0m wide road carriageway and has a width of 3.00m and a minimum 1.0m wide grass verge to either side. There is a roundabout located approximately halfway along this section which forms part of N7 Junction 8 ‘Kill/Johnstown’ interchange. Public lighting is provided along the entire extents of this section and is predominantly located along the southern side of the road.
- 4.9. Section 3 is bordered to the south by greenfield landholdings. At its eastern end towards Kill, the southern side is fronted by numerous private dwellings. To the north, the route is adjoined by

narrow land strips and is ultimately bounded by the N7 Dual Carriageway. In total there are over 20 access points on both sides of the route consisting of field, dwelling and commercial accesses.

- 4.10. The existing peak hour pedestrian and cyclist flows are of the order of 41 and 23 respectively. These volumes are considered to be very low. A shared facility with an effective width of 3.00m, which the existing provision has due to the adjacent verges either side, would be able to cater for medium flows of up to 150 cyclists per hour and 200 pedestrians per hour.

Figure 4-4: Naas to Kill Section 3: View Eastbound toward Kill Village from the Route



Section 4: Kill Village (Including route to Scoil Bhríde)

- 4.11. Section 4 of the proposed route extends for 1.5km within Kill Village and its eastern environs. The street within the village generally consists of a 6.50m to 7.00m wide carriageway with footpaths to either side. Public lighting is provided throughout the village, predominantly located along the southern side of the road.
- 4.12. The street on both approaches to and through the village is comprised of three distinct sections, these being St Brigid's Terrace, Main Street and Earls Court junction to Scoil Bhríde.
- 4.13. St. Brigid's Terrace, on the western approach to Kill extends from Kill GAA Club towards the retail centre on approach to the Main Street/L6032 junction. This segment is characterised by footpaths on both sides of the street with a narrow verge to the north and a wide verge to the south. From its junction with 'The Glebe', the southern footpath becomes bounded by a verge between the street and the footpath whilst the verge to the back of the footpath is maintained. The carriageway is predominantly fronted by individual residential dwellings and access junctions to residential estates. The carriageway incorporates a number of existing raised tables.

Figure 4-5: Naas to Kill Section 4: View Eastbound Entering Kill Village



- 4.14. Main Street in Kill broadly commences at the retail centre on the approach to the Main Street/L6032 junction as far as the Earls Court roundabout junction. This street is characterised by footpaths on both sides of the carriageway with on-street parking, bus stops, landscaping and 3 No. central ghost island medians located along its length. The street is fronted by commercial and residential properties and their associated accesses and also accommodates accesses to a number of residential estates. The carriageway incorporates a number of existing raised tables.
- 4.15. This section of street experiences an 85 percentile speed of 47kph. The estimated Annual Average Daily Traffic (AADT) along this section is of the order of 6000 vehicles.
- 4.16. In overall terms the corridor through Kill whilst exhibiting some constraints is wider than that through Johnstown and as such it is considered that there is more potential to accommodate segregated cycling provision.

Figure 4-6: Naas to Kill Section 4: View Eastbound Exiting Kill Village



- 4.17. The section from Earls Court junction to the access to Scoil Bhríde is characterised by a 6.5m road width that runs parallel to the south of the N7 dual carriageway. The road is separated from the dual carriageway through a wide verge and noise protection barriers. Earls Court junction takes the form of a three arm mini roundabout. However poor road markings, obscured road signs, delineation of the central-island and poor advanced visibility have resulted in concerns for traffic safety of this junction. The access to Scoil Bhríde takes the form of a three arm priority junction facilitated by a right turn lane on the major road. At drop off and pick times, the school access experiences traffic management issues, particularly with right turners at the access. In terms of pedestrian and cyclist facilities a shared path provision is provided along the southern side of this section. The facility narrows particularly on approach to the school.

Figure 4-7: Naas to Kill Section 4: View Eastbound Approaching Scoil Bhríde



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 in this chapter. In overall terms, the cycling provision was considered in terms of:

- Cycle tracks or cycle lanes on both sides of the road or street;
- Shared street provision wherein cyclists share the street carriageway with vehicular traffic travelling at low speed;
- Shared pedestrian and cycle track provision on one side of the road/street;

Section 1: 'The Ball' to Johnstown

5.2. The western most 850m of the route from 'The Ball' roundabout at Naas to the village of Johnstown has a peak hour pedestrian and cyclist flow in the order of 13 and 19 respectively. These volumes are considered to be very low.

5.3. The provision of cycle tracks or cycle lanes have been considered from the outset. However, this form of link provision has not been considered further as the cost of realigning the existing carriageway to accommodate cycle lanes or tracks on both sides of the road would outweigh the benefit that such a provision would have over the existing cycle provisions. In addition, given there is no commercial or residential development along this segment of roadway, this precludes the need to consider cycle lanes or tracks on both sides of the road.

5.4. A shared facility with an effective width of 3.00m, which the existing provision has due to the adjacent verges either side, would be able to cater for medium flows of up to 150 cyclists per hour and 200 pedestrians per hour on a shared path. It is therefore considered that, the existing shared provision is more than adequate to cater for the current pedestrian and cyclist volumes and could easily cater for significant increases in flows. Furthermore, there are minimal access points which significantly mitigates the impact of vehicular cross movements.

5.5. Given the linear nature of the route, the level of risk for conflict between pedestrians and cyclists is low and does not adversely impact upon user comfort or safety.

Section 2: Johnstown Village

5.6. Section 2 is a 500m length of street carriageway through the village of Johnstown. This street is generally of 6.50 to 7.00m in width and forms the main activity centre of the village.

5.7. A primary issue for the village environment is to ensure that all user needs within the village are balanced. The provision of a segregated facility is considered to be overly intrusive on the village environment and would have a significant impact on local residents and on the place function of the street.

5.8. The introduction of segregated provision in the form of cycle tracks or cycle lanes has been considered. However, this would require costly works to existing kerblines and drainage, loss of car parking spaces and potential impacts on the current footpath provision and frontage of adjacent properties.

5.9. Another form of segregated provision would be to continue the shared pedestrian cycle provision on the southern side of the street through the village. If this was provided along a dedicated purpose built shared path, the issues outlined mitigating against cycle tracks and cycle lanes would again apply. However, given the limited length of the village streetscape and the very limited trip destinations along the main street, the need for such cycling provision is diminished.

- 5.10. Given the prevailing traffic volumes associated with the village are less than 5,000 AADT and 85th percentile traffic speeds are below 50kph, the existing traffic conditions are currently conducive to consideration of a shared street, wherein cyclists share the traffic lane with vehicular traffic. Therefore, this is the preferred cycling provision solution.
- 5.11. Careful design consideration is required in relation to speed management measures, particularly at the gateway treatments to the village, as these locations are the introductory points for drivers entering the village and will be key to influencing perception, behaviour and acceptance of the shared street environment. The shared street design approach adopted is based on introducing appropriate traffic calming that will result in a self-regulating 30kph maximum driver speed within the village. This speed combined with the low level of traffic volume is very conducive to a shared street cycling provision. A well designed shared street layout will add economic social and environmental value of the village and promote an inclusive street environment.

Section 3: Johnstown Village to Kill Village

- 5.12. The existing shared use provision between Johnstown and Kill village is generally of 3.00m width. The existing peak hour pedestrian and cyclist flows are of the order of 41 and 23 respectively. These volumes are considered to be very low and a facility similar to the existing provision would be able to cater for medium flows of up to 150 cyclists per hour and 200 pedestrians per hour. Therefore the existing shared use provision is more than adequate to cater for the current pedestrian and cyclist volumes and could easily cater for a significant increase in flows.
- 5.13. The provision of cycle tracks or cycle lanes have been considered from the outset. However, this form of link provision has not been considered further as the cost of realigning the existing carriageway to accommodate cycle lanes or tracks on both sides of the road would outweigh the benefit that such a provision would have over the existing cycle provisions. In addition, given there is no commercial or residential development along this segment of roadway, this precludes the need to consider cycle lanes or tracks on both sides of the road.
- 5.14. A shared facility with an effective width of 3.00m, which the existing provision has due to the adjacent verges either side, would be able to cater for medium flows of up to 150 cyclists per hour and 200 pedestrians per hour on a shared path. It is therefore considered that the existing shared provision is more than adequate to cater for the current pedestrian and cyclist volumes and could easily cater for significant increases in flows. Furthermore, there are minimal access points which significantly mitigates the impact of vehicular cross movements.
- 5.15. Given the linear nature of the route, the level of risk for conflict between pedestrians and cyclists is low and does not adversely impact upon user comfort or safety.

Section 4: Kill Village (Including route to Scoil Bhríde)

- 5.16. Section 4 of the proposed route extends over 1.2km within Kill village. The street carriageway is generally between 6.0m – 7.0m wide with footpaths along both sides.
- 5.17. A primary issue for the village environment is to ensure that all user needs within the village are balanced. The provision of a segregated facility is considered to be overly intrusive on the village environment and would have a significant impact on local residents and on the place function of the street.
- 5.18. Another form of segregated provision would be to continue the shared pedestrian cycle provision on the southern side of the street through the village. Given the width of the existing streetscape within Kill, this is a viable option for consideration that would have limited impact on the streetscape and would not require the purchase of third party lands. This option is all the more relevant due to the large volumes of school children walking, cycling and using scooters for their trips to Scoil Bhríde on the eastern outskirts of the village and Kill GAA club and playground at the western end of the village. In this context, this design solution was selected.

- 5.19. However, the shared path provision is only considered appropriate for use by young cyclists and novice adults cycling at slower speeds. Confident cyclists should cycle on the street carriageway, segregated from pedestrians. Given the prevailing traffic volumes associated with the village are less than 6,000 AADT and 85th percentile traffic speeds below 50kph, the existing traffic conditions are currently conducive to consideration of a shared street, wherein the cyclist shares the traffic lane with vehicular traffic. Therefore, this design solution was also selected for Kill village.
- 5.20. Careful design consideration is required in relation to speed management measures, particularly at the gateway treatments to the village, as these locations are the introductory points for drivers entering the village and will be key to influencing perception, behaviour and acceptance of the shared street environment. The shared street design approach adopted is based on introducing appropriate traffic calming that will result in a self-regulating 30kph maximum driver speed within the village. This speed combined with the low level of traffic volume is very conducive to a shared street cycling provision. A well designed shared street layout will add economic social and environmental value to the village and promote an inclusive street environment.

6. Description of Proposed Scheme

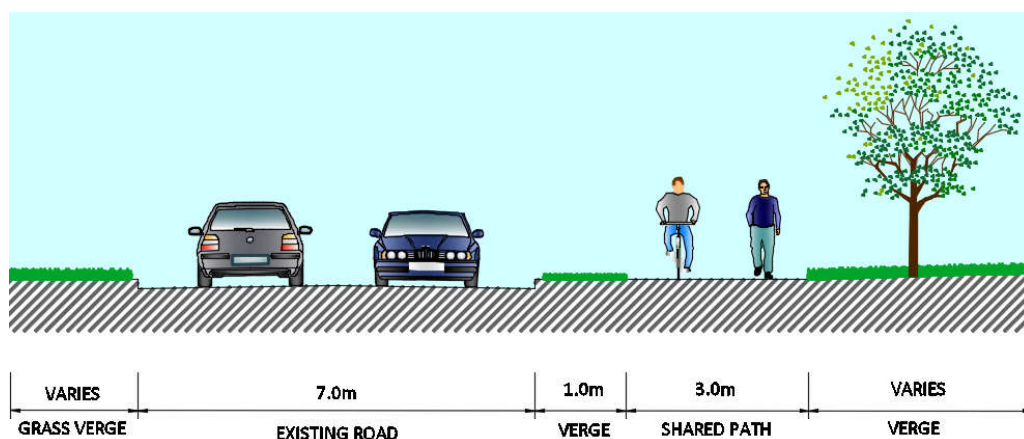
Link Provision

- 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 and Cycle Path and 1.0m verge on the south side of a 6.5-7.0m carriageway, as shown in drawing 5139616/HW/P8/810
 - **Section 2:** Shared street cycle provision on the street carriageway through Johnstown village, as shown in drawing 5139616/HW/P8/811 and drawing 5139616/HW/P8/812
 - **Section 3:** 3.0m (min) Shared Use Two-Way Pedestrian and Cycle Path on the south side of a 6.5-7.0m carriageway as shown in drawing 5139616/HW/P8/813 and drawing 5139616/HW/P8/814;
 - **Section 4:** 3.0m (min) Shared Use Two-Way Pedestrian and Cycle Path and 1.0m verge on the south side of a 6.0 -6.5m carriageway as well as a shared street cycle provision along the street carriageway through Kill village as shown in drawing 5139616/HW/P8/815, drawing 5139616/HW/P8/816), drawing 5139616/HW/P8/817 and drawing 5139616/HW/P8/818.

Section 1: The Ball Roundabout to Johnstown

- 6.2. The proposed Cycle Scheme along this section of the route is to consist of the existing shared use pedestrian and cycle path in conjunction with minor measures to improve comfort and coherence. It is considered that this proposal offers the required quality of service at a low cost.
- 6.3. As such, the shared use pedestrian and cycle path extends 850m from 'The Ball' Roundabout to Johnstown village. The existing shared path has a width of generally 3.0m with a 1.0m verge to either side. The required minor improvements will include some local shared path resurfacing and associated signage where considered necessary.
- 6.4. The route section connects with existing pedestrian and cycle provision at the Ball Roundabout which in turn joins up with the Dublin Road Scheme in Naas. Figure 6-1 illustrates a schematic cross-section of the proposed link type.

Figure 6-1: Section 1: Proposed Cross-Section

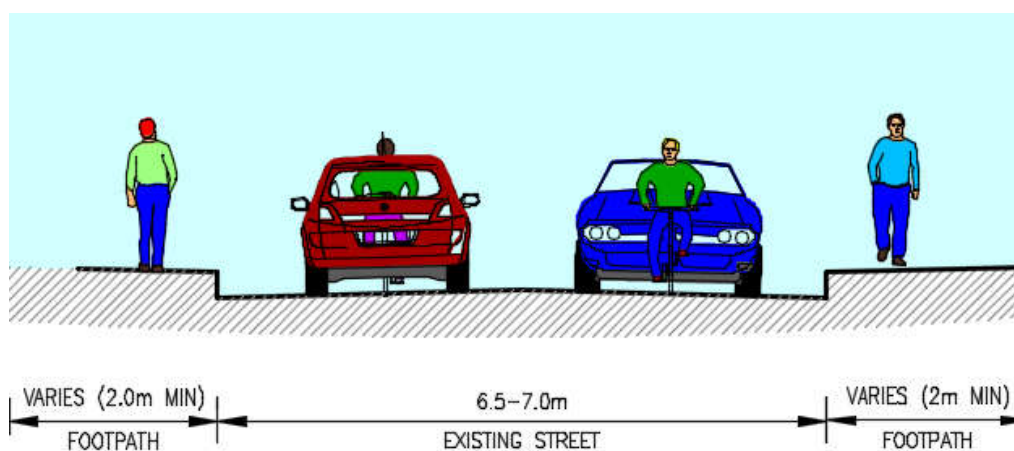


Section 2: Johnstown Village

- 6.5. Through Johnstown village the route will operate as a shared street facility whereby cyclists will share the street with vehicular traffic. The existing footpath will remain on either side of the carriageway to facilitate pedestrians as at present.

- 6.6. Shared street facilities are an entirely appropriate cycling provision for village environments and ensure that such villages retain their character. The shared street provision will tie back into the shared use pedestrian and cycle path at both approaches to Johnstown Village. These transition points will be facilitated through gateway treatments consisting of buildouts to form a 6.0m wide locally narrowed carriageway. This will encourage speed reduction on approach to the village and a wide raised crossing point located on the village side of this gateway will facilitate cyclists transitioning between the street carriageway and the shared path.
- 6.7. Additional speed management measures are to be implemented in the form of raised table junctions with reduced junction radii and raised table crossing points in order to create the self-regulating 30kph speed limit through the village.
- 6.8. The route section connects to the existing shared pedestrian and cycle track linking Johnstown village with Kill to the east and the shared path linking Johnstown village with Naas to the west. Figure 6.2 illustrates a schematic cross-section of the proposed link type.

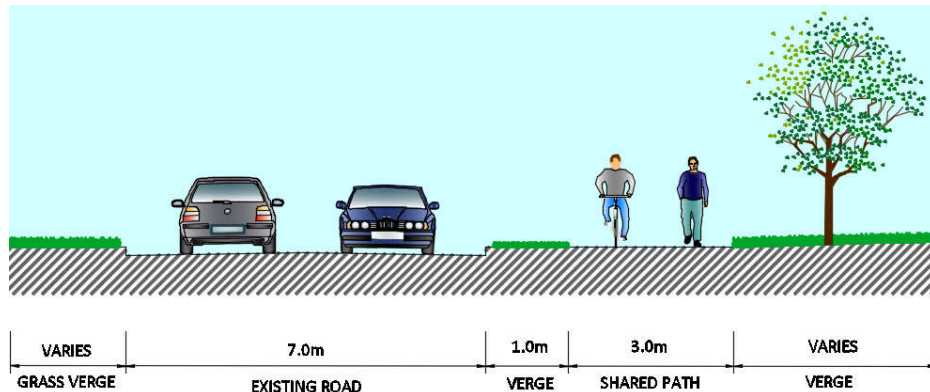
Figure 6-2: Section 2: Proposed Cross-Section



Section 3: Johnstown Village to Kill Village

- 6.9. The proposed Cycle Scheme along this section of the route is to consist of the existing shared use pedestrian and cycle path in conjunction with low cost measures to improve comfort and coherence. It is considered that this proposal offers the highest quality of service without resulting in significant works to the existing carriageway for only a marginal benefit to the quality of service.
- 6.10. As such, the shared use pedestrian and cycle path extends 1.7km from Johnstown Village to Kill Village. The existing shared path has a width of generally 3.0m with a 1.0m grass verge to either side. Improvements and upgrades will be implemented to the shared path surfacing, verge and associated signage where considered necessary.
- 6.11. The route section connects with existing pedestrian and cycle provisions from Johnstown village and also with provisions in Kill village. Figure 6-3 illustrates a schematic cross-section of the proposed link type.

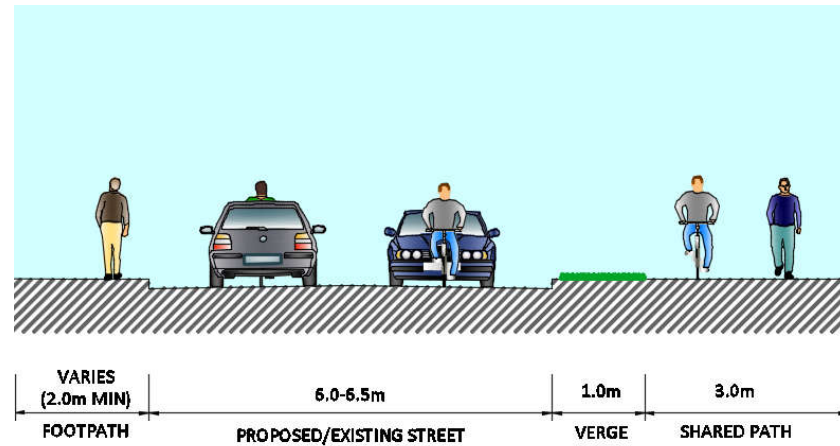
Figure 6-3: Section 3 Proposed Cross-Section



Section 4: Kill Village (Including route to Scoil Bhríde)

- 6.12. Through Kill village the route will operate with dual provision consisting of a shared street facility whereby cyclists will share the street with vehicular traffic and a segregated 3.0m wide shared use pedestrian and cycle path.
- 6.13. Shared street facilities are an entirely appropriate cycling provision for village environments and ensure that such villages retain their character. The shared street provision will tie back into the shared use pedestrian and cycle path at both approaches to Kill Village. These transition points will be facilitated through gateway treatments consisting of buildouts to form a 6.0m wide locally narrowed carriageway. This will encourage speed reduction on approach to the village and a wide raised crossing point located on the village side of this gateway will facilitate cyclists transitioning between the street carriageway and the shared path.
- 6.14. Additional speed management measures are to be implemented in the form of raised table junctions and raised table crossing points in order to promote lower speeds through the village and slower turning movements at junctions.
- 6.15. The proposed 3.0m shared pedestrian and cycle facility will run adjacent the southern side of the existing street carriageway. The existing carriageway will be reduced to 6.5m to facilitate this path. The shared use path will predominantly facilitate children and less confident cyclists travelling through Kill Village.
- 6.16. Earls Court Junction is upgraded to a raised priority controlled junction designed to reduce approaching vehicular speeds and ensure that all drivers are aware of each other's presence and that of pedestrians and cyclists. The access to Scoil Bhríde is proposed as a mini roundabout. This will give greater priority to vehicles right turning in to and out of the school grounds, slow approach speeds of through traffic and ease traffic management issues at the school. The proposed mini roundabout central island is designed to slow small vehicles down, forcing them to turn around the island but will allow for larger vehicles to overrun, particularly for those larger vehicles wishing to gain entry to the school grounds. . Between both junctions the shared path provision is provided in the form of a 4.0m wide path with adjacent 1.0m verge. The road is narrowed to 6.0m and the right turn lane, now redundant, is removed.
- 6.17. A cross section of the proposed section is illustrated in figure 6-4 below.

Figure 6-4: Section 4 Proposed Cross-Section



Key Ancillary Elements

Accessibility

- 6.18. The proposed Naas to Kill 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

- 6.19. Construction of the shared use pedestrian and cycle paths shall consist of a bound flexible pavement reinforced at vehicle access points where vehicles are required to cross. Exact pavement construction of pedestrian and cycle facilities and road and street overlay requirements will be subject to specification at detailed design stage.

Kerbing

- 6.20. All road side kerbing provided to the shared path in Kill to be precast concrete kerbs with a 125mm upstand.

Side Road Junctions

- 6.21. Kerb radii have been reduced to 4.5m for all side roads to reduce vehicle turning speeds and to reduce pedestrian crossing distances.

Vehicular Access

- 6.22. Pedestrians and cyclists shall retain priority across all vehicular access locations.

Gradient

- 6.23. Gradients are dictated by the existing vertical alignment along the route, which consists of acceptable gradients along its extents.

Drainage and Flooding

- 6.24. Cycle facility surfaces shall drain towards one side, preferably towards the road or street carriageway. Cross falls shall be 1:40 (2.5%).
- 6.25. Existing road drainage along the scheme will be maintained wherever possible. There is potential for gullies and manholes to be relocated as part of the road and street upgrade with Kill.

- 6.26. The Kill River is within close proximity to the route. It was found in a preliminary review of the river that flooding has occurred in Kill village. Further assessment may be required, however, this is a general issue and does not impact on the viability or function of the proposed cycle scheme.

Public Lighting

- 6.27. 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 scheme 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

- 6.28. The section of the proposed scheme in Johnstown village results in the overall loss of 2no. on street parking space from approximately 56 parking spaces currently located within the village. The section of the proposed scheme in Kill Village results in the overall loss of 6no. on street parking spaces from approximately 32 parking spaces currently located within the village. This is considered acceptable given the quantity of on and off street parking provision within the villages.
- 6.29. Where on street parking bays are to be reconstructed they are designed to be 2.4m wide and 6.0m in length. This allows for adequate space in which to comfortably park a car.

Traffic Signs and Road Markings

- 6.30. The Naas to Kill 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.
- 6.31. 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.

Bus Stops

- 6.32. Along the scheme in Johnstown village there is 1 No. bus stop in each direction. These bus stops will be retained in the proposed scheme.
- 6.33. Along the Scheme in Kill village there are 3 No. bus stops in each direction. The existing bus stops will be retained in the proposed scheme.

7. Impact of the Proposed Scheme

Introduction

7.1. 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

7.2. There will be no negative traffic impact due the proposals, with an anticipated neutral impact in terms of traffic volumes along the Dublin Road and within the villages of Johnstown and Kill.

7.3. The localised reductions in carriageway width along the scheme will reduce traffic speeds. Raised junction tables, raised side road tables and raised crossing tables are proposed along the scheme. These features are designed to create a self-regulating 30kph speed limit in both villages.

Impact on Pedestrians

7.4. The proposed scheme will have an overall positive impact on pedestrians through the improvements to existing footpaths as well as the provision of a new shared path through Kill village. The upgrade of side road junctions and access points through the villages will see improvement of pedestrian crossing facilities and raised crossings, giving more comfort and prominence to the pedestrian. The speed management measures will reduce traffic speeds entering and exiting the villages. This will also give pedestrians further encouragement 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

7.5. 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. The shared path provision in Kill will significantly benefit access to Scoil Bhríde, the GAA club and playground.

7.6. The scheme also represents a key link within the Naas Cycle Network providing connection between the Dublin Road Cycle Scheme and Kill Village allowing safe and comfortable access for cyclists.

Impact on Road Safety

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

Construction Traffic

7.8. During construction phase, vehicular movement will increase in the immediate area, and temporary vertical elements such as hoarding or protective fencing, may 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.

7.9. Prior to commencement of the works, the contractor should prepare a Construction Environmental Management Plan to set out the site specific measures to avoid and minimise potential impacts on sensitive environmental receptors that could potentially occur during the construction phase.

Landscape and Visual

- 7.10. All works will take place within the existing road cross section and predominates along the southern side of the carriageway.
- 7.11. There will be some reductions in roadway space predominantly within Kill village. This will be complimented by an increase in pedestrian and cycle provision. The above measures will significantly reduce the vehicular dominant feel of the existing roadway.
- 7.12. The proposed shared pedestrian and cyclist facilities proposed in Kill will create the opportunity to introduce street features such as cycle parking stands, seating, landscaping and other elements. This will be determined at detail design stage of the project, to complement existing landscape features and to further enhance the appearance of the streetscape.

Ecology

AA Screening Report

- 7.13. 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 Cycle Scheme 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.
- 7.14. The proposed works located along the proposed route of the Naas to Kill Cycle Scheme do not lie within or immediately adjoining any Special Areas of Conservation or Special Protection Areas.
- 7.15. 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

General Ecology

- 7.16. The proposed works located between 'The Ball' roundabout and Kill village do not lie within or immediately adjoin 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 Naas to Kill Cycle Scheme is considered negligible.

Built and Cultural Heritage

- 7.17. A desktop study was undertaken to identify architecture, archaeology and cultural heritage features within the study area. Information was obtained from the department of Arts, Heritage and the Gaeltacht's, Historic Environment Viewer.
- 7.18. 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

(NIAH). The record of protected structures as contained within Naas Town Development Plan 2017-2023 was also referred to during the search.

7.19. The outcome of the desktop exercise is described following. In overall terms, the proposed scheme is not predicted to have any material negative heritage or archaeological impacts.

National Monument Service

7.20. The desktop research indicated that there were three SMR's adjacent to the limits of the proposed scheme along the Dublin Road. The SMR's can be summarised as:

- KD019-059 (B19-15): On an east facing pasture slope to the south of the proposed scheme near Johnstown House is a tall, square, granite standing stone. The proposed scheme is not predicted to have any material impact to the standing stone.
- KD019-014002: A graveyard is located at Palmerstown, Johnstown adjacent to the proposed scheme. However, the proposed scheme is not predicted to have any significant material impact on this SMR.
- KD019-008007: An Ecclesiastical site consisting of a church is located adjacent to the proposed scheme in Kill. The site also contains a font and an enclosure. The proposed scheme is not predicted to have any material impact on the site.

National Inventory of Architectural Heritage

7.21. There are approximately 27 NIAH records noted along the extents of the proposed scheme.

7.22. These NIAH's consist of a variety of articles, 15 of which are houses. The proposed scheme is not predicted to have any material impact on these houses.

7.23. A description of the 12 remaining NIAH's are listed below.

- Reg. No. 11812018: Johnstown Bridge is a two-arch rubble stone road bridge over the Morell River constructed circa 1850. The proposed scheme is not predicted to have any material impact on this record.
- Reg. No. 11812013: Freestanding cast-iron water pump, erected circa 1905. It is now disused. Set back from road on gravel verge. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11812006: Sections of stone cobbling laid circa 1800 laid on both sides of the road. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11812009: Remains of detached rubble stone church, c.1600. Now in ruins and mostly collapsed. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815019: Saint John's Church is a detached three-bay double-height Gothic-style Church of Ireland church built circa 1820. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815020 (B19-44): Kill River Bridge is a three-arch rubble stone road bridge over the Kill River which was built in 1850. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815021: Section of rubble stone boundary wall constructed circa 1850, with rubble stone vertical coping. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815010: Section of rubble stone boundary wall constructed circa 1850, with rubble stone vertical coping. The proposed scheme is not predicted to have any material impact on the site.

- Reg. No. 11815005: Gateway, constructed in 1890, which is comprised of a pair of roughcast piers with cut-granite profiled capping. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815004: Freestanding cast-iron water pump, c.1905. Now disused with cap missing. Set back from road in rubble stone enclosure on a concrete base. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815012 (B19-40A): Saint Brigid's Catholic Church Gateway, c.1830, comprising four rusticated granite ashlar piers with moulded cornices and cast-iron flanking pedestrian gates. Roughcast boundary wall to remainder of boundary with sections of iron railings. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815003 (B19-41): Saint Brigid's National School Detached four-bay single-storey rubble stone Gothic-style former national school, c.1830. Renovated and extended, c.1980. Now in use as outbuilding. Random rubble walls to north-east and to south-east. The proposed scheme is not predicted to have any material impact on the site.
- Reg. No. 11815002 (B19-40): Saint Brigid's Catholic Church Detached three-bay double-height Gothic-style Catholic Church, constructed circa 1820. Renovated, circa 1900. The proposed scheme is not predicted to have any material impact on the site.

Kildare County and Kill Town Plan Record of Protected Structures

- 7.24. The Kildare County Development Plan 2017-2023 and the Kill Town Plan 2017-2023 have 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 which were not covered in the above searches. Therefore, any material impacts to the records have been covered in the above sections

Construction Stage

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

Noise and Air Quality

- 7.26. 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 sustainable modes of transport and a potential reduction in car travel.

8. Submissions

8.1. 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

On or before 12.00 noon on Wednesday 15th November 2017

Submissions should be headed: **Naas to Kill Cycle Scheme – Reference P82017.014**

8.2. 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.

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