



Comhairle Contae Chill Dara
Kildare County Council



Proposed Cycle Track Scheme at Craddockstown Road, Naas

Part VIII Submissions Report.

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended & Part 8 of the Planning and Development Regulations 2001 as amended

August 2022

Craddockstown Junction, Naas, Co Kildare

Part VIII Submissions Report

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1. INTRODUCTION

This report details the consultations and submissions that came about following the Part VIII display period regarding the Proposed Cycle Track Scheme at Craddockstown Road, Naas, Co. Kildare.

Plans and particulars of this scheme were available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy, at the offices of Kildare County Council from 05th July 2022 to 03rd August 2022. Submissions could be made on or before 17:00 on the 17th August 2022.

A Newspaper Notice was published in the Leinster Leader and The Nationalist on the 05th July 2022.

Plans and particulars of the proposed development are also be available to view on Kildare County Council's website at:

<https://consult.kildarecoco.ie/en/consultation/part-8-craddockstown-road-naas-proposed-cycle-track-scheme-planning-reference-p82022-16>

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the proposed development would be situated could be made online at:

<https://consult.kildarecoco.ie/en/consultation/part-8-craddockstown-road-naas-proposed-cycle-track-scheme-planning-reference-p82022-16>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 17th August 2022.**

Senior Executive Officer,
Roads Transportation and Public Safety Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park, Naas,
Co. Kildare

All comments, including names of those making comments submitted to the Council regarding this scheme forms part of this statutory report to be presented to the elected members. Accordingly, they are included in the minutes of that meeting and appear in the public domain.

Site Notices were erected at the site location on the 05th July 2022.

2. CONSULTATIONS AND SUBMISSIONS

2.1 Pre-Part VIII Consultations

Meetings and presentations were held with some of the affected stakeholders as listed in Table 1 below.

Table 1: Pre-Part VIII Consultations

	Date	Consultation
1.	30 th June 2022 (11:00am)	Pre-Part VIII consultation with Planning, Transportation, Traffic Management, Public Realm and Water Services.
2.	30 th June 2022 (12:00pm)	Pre-Part VIII consultation with Parks, Transportation and Traffic Management.

2.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Cycle Scheme at Craddockstown Road, Naas commenced on 05th July 2022. The circulation list is included in Appendix B. The Part VIII planning application form is included in Appendix C.

The following prescribed bodies and interested parties were circulated with plans and particulars of the proposed development, including the internal Kildare County Council departments and Elected Members. Copies of the responses to the circulation of the details of the project are available in Appendix D and listed below in Table 2.

Table 2: Part VIII Referrals

	Name	Comment	Response
Elected Members			
1.	Members of Naas Municipal District	<p>Submission received from Cllr. Colm Kenny</p> <p>I recall when the Craddockstown road was a remote, very quiet rural road. The last semblance of urban conurbation heading southwards was the 1912 house. While this area has become more built up and there is increased traffic to the school and nursing home as well as new estates east and west of the Craddockstown rd. there is potential for this 300+ metre active travel upgrade to be the starting point to develop the Craddockstown rd as a shared space / active travel route which prioritises the road as a leisure route for walking / cycling over vehicular traffic save for local access especially for residents. Indeed the tradition of the Punchestown festivals "Walking Sunday" is synonymous with the quieter Craddockstown rd as locals walked or cycled to the racecourse to inspect the course on the Sunday prior to the race meeting.</p> <p>During Music festivals in Punchestown in recent years the Craddockstown rd. is normally reserved for pedestrians and emergency services traffic only especially as it leads directly to Naas Hospital and nearby Garda station.</p> <p>Two other alternative routes for vehicular traffic exist travelling south of Naas, the Ballymore rd R411 and the Blessington rd R410. Other routes in the Naas MD which lend themselves to a similar reprioritisation include the inner Rathasker rd. & Grand canal rd.</p> <p>Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified</p>	<p>Noted.</p> <p>Noted.</p>

	Name	Comment	Response
		<p>roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.</p> <p>To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.</p> <p>The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.</p> <p>Clr Colm Kenny</p>	<p>This is outside the scope of the project.</p> <p>The cycle tracks will be designed to the relevant standards.</p> <p>Noted.</p>
Members of the Oireachtas			
2.	Catherine Murphy TD	No submission received.	
3.	Bernard Durkan TD	No submission received.	
4.	James Lawless TD	No submission received.	
5.	Vincent P Martin	No submission received.	
6.	Réada Cronin TD	No submission received.	
7.	Fiona O'Loughlin TD	No submission received.	
8.	Sean O'Fearghail TD	No submission received.	
Kildare County Council			
Planning Department			
9.	Eoghan Ryan – DOS	No submission received.	
10.	Mairead Hunt – SEO	No submission received.	

	Name	Comment	Response
11.	Sharon O’Gara A/Senior Executive Architect & Urban Designer	No submission received.	
12.	Emer Ui Fhatharta – Senior Planner	No submission received.	
13.	Caroline O Donnell – A/Senior Planner	No submission received.	
14.	Elaine Donoghue – Executive Planner	No submission received.	
15.	Bridget Loughlin – Heritage Officer	No submission received.	
16.	Ruth Kidney – Architectural Conservation Officer	No submission received.	
Housing Department			
17.	Annette Aspell, Director of Services	No submission received.	
18.	David Creighton – A/Senior Architect	No submission received.	
19.	Alan Dunney – Senior Executive Officer	No submission received.	
Roads, Transportation, Public Safety & Development Control			
20.	Evelyn Wright, Director of Services	No submission received.	
21.	David Reel, A/SE	No submission received.	
22.	John McGowan, SE	No submission received.	
23.	Stephen Deegan, SE	No submission received.	
24.	Donal Hodgins, SE	No submission received.	
25.	Ronan Leanne - Municipal District Roads Engineer	No submission received.	
26.	Cyril Buggie – Municipal District Roads Engineer	No submission received.	
27.	George Willoughby, SEE	The Roads Planning Section of the Kildare County Council Roads,	

	Name	Comment	Response
		<p>Transportation & Public Safety Department has examined the Part 8 documents and drawings for the proposed development of the Cycle Scheme at Craddockstown Road, Naas , Co. Kildare Planning Reference P82022.16 and our Department has no objection to the proposed development subject to the following conditions and comments:</p> <ol style="list-style-type: none"> 1. All design elements are completed in accordance with the relevant design standards and codes of practice. 2. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits. 3. Kildare Roads Department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs. 4. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office.. 5. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping. 6. Paving materials should have slip resistance in both wet and dry conditions. 7. The finish surface of new road pavements to be trafficked by vehicular traffic should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar 	<p>Noted: The details suggested will be considered during the Detailed Design stage of the project.</p>

	Name	Comment	Response
		approved , details to be agreed with the Kildare Roads Department and the MDO beforehand.	
28.	Pamela Pender, A/SEO	No submission received.	
29.	Kevin Dunne, SEE	No submission received.	
30.	John O'Neill, SEE	No submission received.	
31.	Jonathan Walsh, Traffic Management	No submission received.	
32.	Declan Keogh, Road Safety Officer	No submission received.	
33.	Mark Kennedy, Executive Technician	No submission received.	
34.	Yasir Khan, Assistant Engineer	No submission received.	
National Roads Office			
35.	Marie Whelan, SE	No submission received.	
Climate Action			
36.	Breda Maher, Regional Executive CARO	No submission received.	
Environment Department			
37.	Colm Flynn, SEE	No submission received.	
38.	Chris Gavan, SE	No submission received.	
39.	Ken Kavanagh, SEO	No submission received.	
Water Services Department			
40.	Joe Boland, Director of Services	No submission received.	
41.	Ibrahim Bargouthi F, SE (David Hall, SEE)	<p>WSD recommend the following modifications to the submitted Part 8 documentation be included in the Chief Executive's report:</p> <p>1) Surface Water Drainage:</p> <p>a) The proposed drainage and SuDS strategy ie to use the</p>	Noted: The details suggested will be considered during the Detailed Design stage of the project.

	Name	Comment	Response
		<p>existing road surface water drainage shall be reviewed and revised where feasible prior to commencement of the development based on the attached WSD Drainage and SuDS Strategy Guidance Document and shall be compliant with GSDSDS, CIRIA SuDS Manual, Water Sensitive Urban Design Best Practice Interim Guidance and surface water drainage policies and objectives of the Naas LAP 2021-2027 and the relevant CDP.</p> <p>b) The final drainage design to be completed prior to the commencement of the proposed development shall address the following issues:</p> <p>i) Based on the revised drainage and SuDS strategy as above and</p> <p>ii) SuDS where feasible on the project are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased factors of safety, overflows to the piped drainage networks and planned flood routing to safe areas including surface water outfalls.</p> <p>iii) where runoff from SuDS where feasible, including from SuDS overflows is discharged to the nearest suitable dedicated surface water piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GSDSDS Vol 2 Chapter 6 SWDDC 2 and</p> <p>iv) where SuDS are feasible, attenuation storage volume calculations for 100 year plus storm event shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and</p> <p>v) Any NEW drainage pipe network shall be designed for the 2 or 5 year design return period plus 30% climate change factor and 10% urban creep factor clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions and</p>	

	Name	Comment	Response
		<p>vi) Where runoff is discharged to an existing surface water drainage network, no pluvial flooding shall be permitted.</p> <p>d) Only clean, uncontaminated surface water runoff including from SuDS overflows shall discharge to the site drainage systems.</p> <p>e) A robust drainage system maintenance shall be implemented by or on behalf of the applicant until such time as the development is taken in charge. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays.</p> <p>The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health & Safety legislation and this file shall be handed over to new owners or Local Authority when the development is sold-transferred to new owners or taken in charge.</p> <p><u>Irish Water will make a submission to the Planning department on the application and its contents should be included in any decision to grant that may be made.</u></p>	
Fire Services			
42.	Celina Barrett, Chief Fire Officer	No submission received.	
Health & Safety			
43.	Michael Hurley, Health and Safety Officer	No submission received.	
Economic, Community and Cultural Development			
44.	Marian Higgins, A/Director of Services	No submission received.	
45.	Paula O'Brien, SEO	No submission received.	
46.	Christine O'Grady, SEO	No submission received.	

	Name	Comment	Response
47.	Simon Wallace, SE Parks Superintendent	The proposals are satisfactory for the proposed cycle scheme at Craddockstown Road, Naas. No objection.	Noted
IT Department			
48.	Rory Hopkins, Head of IT	No submission received.	
Prescribed Bodies & Third Parties			
49.	Eirgrid	No submission received.	
50.	Nass Tidy Towns	No submission received.	
51.	National Monuments Service (Part of DCHG)	No submission received.	
52.	Eastern and Midland Regional Assembly	No submission received.	
53.	Office of Public Works	No submission received.	
54.	National Museum of Ireland	<p>Thank you for your request for observations (04 July) on the proposed Cycle Scheme at Craddockstown Road, Naas. The National Museum of Ireland (NMI) notes the route and has a number of observations/recommendations in this regard;</p> <ul style="list-style-type: none"> • Due diligence should be given to consulting with all relevant statutory bodies. • We would expect normal Environmental Impact assessment procedures to be carried out including an archaeological component in respect of the proposed scheme. • The NMI Topographical files database within the National Museum of Ireland - Archaeology, Kildare Street, should be consulted as part of the development and assessment process. • These will provide details on stray finds within the townland/townlands which may be impacted/affected by the proposed road scheme. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

	Name	Comment	Response
		<p>recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area.</p> <ul style="list-style-type: none"> The National Monuments Service (NMS) map viewer should also be consulted for the townland/townlands which may be affected. This could indicate monuments, and any subsurface archaeology in their vicinity, which may be impacted by the scheme. The NMS should be contacted directly for further information in this regard. Mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features, and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior the commencement of any works. These necessities should be taken into consideration with regard to the timeline for the scheme. <p>We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.</p>	<p>Noted</p> <p>Noted</p>
55.	The Heritage Council	No submission received.	
56.	An Taisce	No submission received.	
57.	An Bord Pleanala	No submission received.	
58.	Faillte Ireland	<p>Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.</p> <p>We will review the details and revert with comments by the 17th</p>	

	Name	Comment	Response
		<p>August 2022 if necessary.</p> <p>Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address planning.applications@failteireland.ie we would prefer if possible to receive future planning applications/information, consultations etc by email toplanning.applications@failteireland.ie</p> <p>By using this email address, it will ensure information/notifications will get to the Manager of Environment & Planning Unit (Mr Shane Dineen) and team, which will be reviewed and actioned in a timely manner by the Manager and the Environment & Planning Team.</p> <p>However, if this is not possible, please send planning notifications/applications, consultations details to the following department at</p> <p>Fáilte Ireland Environment & Planning Unit 88-95 Amiens Street, Dublin 1, D01 WR86</p>	Noted
59.	The Arts Council	No submission received.	
60.	Royal Irish Academy – Culture & Heritage Working Group	No submission received.	
61.	National Parks and Wildlife Service	No submission received.	
62.	BirdWatch Ireland	No submission received.	
63.	Environmental Protection Agency	No submission received.	
64.	Geological Survey of Ireland - Heritage Programme	With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has	

	Name	Comment	Response
		no specific comment or observations to make on this matter at this time. If you have any further queries or if we can be of further assistance, please do not hesitate to contact GSIPlanning@gsi.ie .	Noted.
65.	Waterways Ireland	No submission received.	
66.	Transport Infrastructure Ireland (TII) - Environmental Unit	I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make. Yours sincerely, Regulatory and Administration Executive	Noted.
67.	NTA	No submission received.	
68.	Irish Rail	No submission received.	
69.	Bus Eireann	No submission received.	
70.	Ervia (includes GNI, IW, Aurora)	No submission received.	
71.	Irish Water	No submission received.	
72.	Sustainable Energy Authority Ireland (SEAI)	No submission received.	
73.	Chamber of Commerce	Dear Sir/Madam, 1.0 INTRODUCTION County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland. Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.	

	Name	Comment	Response
		<p>County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Craddockstown Road Cycle Scheme consultation.</p> <p>As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.</p> <p>2.0 SUBMISSION</p> <p>Naas is the county town of Kildare and has a population of 21,393 (figure from Census 2016), making it the second largest town in the County.</p> <p>Over the last two decades the population of Naas has significantly increased by over 15%. This increased population density has also brought amplified development to the town, with business and technology campuses, education facilities and housing. This increased population and development has naturally led to greater amounts of road usage, be it private vehicle use, public transport, pedestrian, or cycle movement. With sustainable living increasingly on the minds of the public, more people are opting for alternative methods of transport.</p> <p>The currently road layout on the Ballycane Road is no longer fit for purpose, especially with the recent opening of the education campus on the Craddockstown Road. There is currently no cycleway leading to the school campus, or on the immediate adjoining road.</p> <p>An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber traffic is a key concern, congestion carries significant costs with it, but the greatest harms</p>	<p>Noted.</p>

	Name	Comment	Response
		<p>are done to quality of life.</p> <p>The benefits of people friendly streets that promote the utilisation of public transport in combination with active transport networks and technologies create a healthier urban environment, reduce CO2 emissions, encourages resilient local economies, and makes for a more efficient use of finite land resources –in the short-run, the reprioritisation of resources will be zero-sum.</p> <p>County Kildare Chamber welcomes the decision by Kildare County Council to review and open consultation on the new preferred option for a cycle scheme on the Craddockstown Road. Public safety should always be of the utmost importance and currently there is no dedicated cyclist facilities on either the Ballycane Road or Craddockstown Road. We believe the need for this scheme is enhanced by the number of residential developments adjacent to both roads.</p> <p>In March 2020, County Kildare Chamber, Chambers Ireland and ICC Ireland announced that we had signed up to a new charter supporting the UN Sustainability Goals (SDGs). One of these goals, which we have worked to advocate for is the Sustainable Cities and Communities Goal.</p> <p>County Kildare Chamber strives to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in the County.</p> <p>With this in mind, we believe that cities and towns need more housing, transport, and social infrastructure. While this project does elevate the safety concerns for cyclists and pedestrians and should in time promote less use of vehicular traffic within South Naas, it does not address the shortage of cycle path on the main Ballycane Road and surrounding areas, connected to Naas centre.</p> <p>The Chamber understands under the County Development Plan cycleways are proposed and planned for a number of areas in Kildare. For the ‘10 minute settlement’ concept to become a reality, active travel and pedestrian and cycle scheme will need to be significantly increased.</p>	

	Name	Comment	Response
		<p>3.0 CONCLUSION County Kildare Chamber welcomes the provision for cyclists, pedestrians and other vulnerable road users, and the proposals at the Ballycane/Craddockstown Road junction. This development will mean a safer way for the public, especially younger road users to travel to school and the surrounding area. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable. We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do not hesitate to contact us if you have any queries regarding this submission. Yours faithfully, Public Affairs Manager County Kildare Chamber</p>	Noted.
74.	Kildare Archaeological Society	No submission received.	
75.	Health Service Executive	No submission received.	
76.	HSE National Office - Health and Wellbeing	No submission received.	
77.	ICOMOS Ireland	No submission received.	
78.	ESB Fisheries	No submission received.	
79.	ESB Head Office	No submission received.	
80.	Irish Georgian Society	No submission received.	
81.	North Kildare Trout & Salmon Anglers Association	No submission received.	
82.	Cyclist.ie	No submission received.	
83.	Cycling Ireland	No submission received.	
84.	Clane Trout & salmon Anglers Association	No submission received.	

	Name	Comment	Response
85.	Health & Safety Authority	I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted.	Noted.
86.	Road Safety Authority	No submission received.	
87.	Dept. of Housing, Local Government and Heritage	No submission received.	
88.	Córas Iompair Éireann	No submission received.	
89.	Chief Fire Officer	No submission received.	
90.	Minister for Transport, Tourism and Sport	No submission received.	
91.	National Tourism Development Authority	No submission received.	
92.	Dept. of Jobs, Enterprise & Innovation	No submission received.	
93.	An Garda Síochána	No submission received.	
94.	Gáis Networks Ireland	No submission received.	
95.	Commission for Regulation of Utilities	No submission received.	
96.	Industrial Development Authority Ireland	No submission received.	
97.	Irish Wildlife Trust	No submission received.	
98.	Tree Council of Ireland	No submission received.	
99.	Eir Group HQ	No submission received.	
100	Dept. of Agriculture, Food and the Marine	No submission received.	
101	Dept. of Education	No submission received.	
102	Depart. of Children, Equality, Disability, Integration and	No submission received.	

	Name	Comment	Response
	Youth		
103	Dept. of Enterprise, Trade and Employment	No submission received.	
104	Dept. of Environment, Climate and Communications	No submission received.	
105	Dept. of Further and Higher Education, Research, Innovation and Science	No submission received.	
106	Dept. of Housing, Local Government and Heritage	On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien. Kind regards, Minister of State Burke's Office Department of Housing, Local Government and Heritage	Noted.
107	Dept. of Rural and Community Development	No submission received.	
108	Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media	No submission received.	
109	Department of Transport	No submission received.	
110	Irish Rail	No submission received	
111	The Owner 1	No submission received.	
112	The Owner 2	No submission received.	
113	The Owner 3	No submission received.	
114	The Owner 4	No submission received.	
115	Naas Community National School	No submission received.	

2.3 3rd Party Submissions / Observations

Members of the public and other 3rd Parties were invited to make submission on the proposed development. A summary of all 3rd Party submissions is provided in Table 3 and the submission in full are provided in Appendix E.

Table 3: 3rd Party Submissions

No.	Name	Comment	Response.
3rd Party			
1.	Norma Murray	<p>Where the pelican crossing meets the cycling track, there should be a mini zebra crossing on the bike lane to indicate that pedestrians have right of way.</p> <p>It is not clear how the new cycling track links with existing cycling infrastructure at the entrance to the housing estate, it should tie in seamlessly.</p> <p>As shown in the drawing, the red/orange colour of the cycling track is good to indicate a separation between cyclists and pedestrians. A kerb between the cycling track and pedestrian path is also welcome and makes for a safe experience for everyone.</p> <p>I am concerned about the fact that there is no bus stop included as part of this scheme. Especially if this is to be the terminus of a new integrated PSO bus service which will be implemented by the council in the future.</p>	<p>This will be assessed during the detailed design stage.</p> <p>The new cycle track will connect into existing cycle infrastructure. The specific details will be assessed during the detailed design stage.</p> <p>This is outside the scope of the project.</p>
2.	Kevin Gralton	<p>I am I receipt of yours of 12th July 2022 with attachment dated 4th July 2022 on this date. I received your correspondence upon my return from vacation, hence the delay in responding to you.</p> <p>I have viewed the proposal through the link supplied but it is very short in detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both email and</p>	<p>A representative from Kildare County Council has engaged.</p>

No.	Name	Comment	Response.
		telephone details for your convenience.	
3.	Maguire & Associates	<p>We act on behalf of Helen Maguire who has instructed us to make a Planning Submission in respect of the above-mentioned proposed development. We set out hereunder the various issues that our client wishes to comment on.</p> <p>We attach to this planning submission a copy of extract from the old OS Map of the Old Craddockstown Road map (Map 1) prior to any road realignment of the Craddockstown Road.</p> <p>In addition, we attach to this planning submission extract from the "Land Direct" website (Map 2) showing the various landowners of the site outlined in red, of the proposed development</p> <p>According to the Planning Regulations: "An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give fall particular of your legal interest in the site/structure on the planning application form."</p> <p>Item 1 Compliance with requirements for making planning applications.</p> <p>According to the Planning Regulations: <i>"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give fall particular of your legal interest in the site/structure on the planning application form."</i></p>	

No.	Name	Comment	Response.
		<p>It is noted from the planning documents of KCC where it states "The Scheme require third-party lands from properties on the southern side of the Craddockstown Road. Other than this, only lands within the. public road will be required. Accommodation Works will be carried out to mitigate impacts on private lands "</p> <p>The question: What is legal basis of Kildare County Council for alleging that they have sufficient legal interest in the lands or the written consent of the landowners to carry out the proposed development as outlined in the planning notices? on the Craddockstown Road, must be addressed before this proposed development may proceed.</p> <p>We have examined the current proposal of Kildare County Council for these road improvements. We have been unable to the necessary documentation on the planning file to comply with. the Planning Regulations above.</p> <p>According to the Ownership map, it is evident that Kildare County Council have not obtained the necessary authorities from the various landowners to enable the proposed development to be carried out.</p> <p>Item 2 Taken in Charge of new road and footpath on Craddockstown road.</p> <p>We have been unable to locate documentation in respect of Taking in Charge of the upgraded Craddockstown Road and Footpaths for this road to be</p>	<p>Landowners directly impacted upon by the proposed scheme have been contacted and consulted with by Kildare County Council staff.</p> <p>The Craddockstown Road and footpaths have been taken in charge by Kildare County Council.</p>

No.	Name	Comment	Response.
		<p>considered a Public Road.</p> <p>Item 3 Consultation with Landowners It is noted that there has been no consultation by Kildare County Council with some of the landowners in relation to the proposed development.</p> <p>Item 4 Adequacy of Drawings There are no drawings on KCC planning submission submitted showing the details of the accommodation works to be carried out on the proposed development along the southern side of the Craddockstown Road.</p> <p>We attach to this Planning Submission combined Map (Map 3) showing the Old O.S. Map of the Craddockstown Road superimposed onto the Land Ownership map.</p> <p>We trust that the above will be taken into consideration in the determination of this Planning Application.</p> <p>Kindly acknowledge receipt of all documents.</p> <p>Yours Sincerely, Thomas Maguire.</p>	<p>Landowners directly impacted upon by the proposed scheme have been contacted and consulted with by Kildare County Council staff.</p> <p>Details of proposed accommodation works will be developed during the detailed design stage.</p>
4.	Ursula King	<p>We all recognise the need to transition away from car use in our towns and villages. Additionally, most of us recognise that we face challenges in attaining increased cycling and pedestrian activity, given that car use for short journeys has become a habit for many. Safety and the perception of safety is hugely important in tackling this, but also being able to quantify and demonstrate the</p>	Noted

No.	Name	Comment	Response.
		<p>benefits of active transport will be most helpful to achieve this transition.</p> <p>I wish to make two points: In the interests of the monitoring and reporting of climate action, I call on the Council to use the World Health Organisation's H.E.A.T tool as part of the design process to estimate the health benefits of active travel schemes and the reduction in carbon emissions.</p> <p>I also want to register my support for the minimum lane widths proposed by the Council at Craddockstown in the interests of increased road safety.</p> <p>Kind regards, Ursula King. Kildare Climate Action SPC representative-elect.</p>	<p>Noted</p> <p>Noted</p>
5.	Maynooth Cycling Campaign	<p>I wish to make the following submission on the proposals for the Meadowbrook Cycle Scheme:</p> <p>1. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government. Kildare County Council should use the WHO H.E.A.T tool to estimate the financial benefits to health and the reduction in carbon emissions.</p> <p>2. The detailed design should be take into account revisions to the National Cycle Manual and not just the existing version which is outdated.</p> <p>3. Maynooth Cycling Campaign strongly support the restriction of road width to 6m and the provision of a</p>	<p>Noted</p> <p>Noted</p> <p>Noted.</p>

No.	Name	Comment	Response.
		<p>750mm buffer between the cycle track and traffic for children travelling to school.</p> <p>4. We propose that zebra markings be provided at the toucan crossing where pedestrians cross the cycle track and at the Oak Glade Close junction where cyclists have to cross the footpath. It is best practice (in the UK and Netherlands) and helps to emphasise that pedestrians have priority at these locations.</p> <p>5. The Ballycane-Craddockstown junction should provide for segregation in accordance with the different needs of cyclists and pedestrians.</p> <p>6. There are no cycle facilities on the west side of Craddockstown Road so Maynooth Cycling Campaign is puzzled about the need for a toucan crossing at the proposed location as cyclists can only legally travel on road.</p> <p>7. The height of kerb between the traffic lane and buffer should be a minimum of 100mm with a 50mm kerb between the cycle track and footpath to emphasise the different needs of pedestrians and cyclists. At the Liffey Valley Shopping Centre, the design provides a 150mm kerb between the traffic lane and buffer which is even better with a reduction in kerb height at regular intervals to allow for drainage. Kildare County Council should copy this design.</p> <p>8. Oak Glade– Minor Junction At the Oak Glade junction, the footpath and cycle facilities should continue at the same level across Oak Glade rather than drop down to the level of on road. (a) “Entrance kerbs” (inritbanden in Dutch or Zip kerbs) provided along the main road.</p>	<p>This will be assessed during the detailed design stage.</p> <p>This junction consists of a shared surface.</p> <p>Noted.</p> <p>This will be assessed during the detailed design stage.</p> <p>This will be assessed during the detailed design stage.</p>

No.	Name	Comment	Response.
		<p>at any one time, even just before the school opened in the morning, or closed in the afternoon. Furthermore, all those bicycles have been travelling in the same direction (i.e. to school in the morning, and away from school in the afternoon), which suggests that a designated two-way track is unnecessary. The Cycle track and Pedestrian walkway which runs along the Blessington Road from the entrance to Longstone to the entrance to Oakglynn is of a more realistic scale and not as obtrusive as what is being proposed for the Craddockstown road.</p> <p>A smaller scale Cycle track will also allow the grass verge and 8 established trees in front of the houses (opposite Oak Glade Hall) on the Craddockstown Road to remain in place. This is important in the interests of preserving the natural biodiversity of the area, especially given the extent of development in Stoneleigh and Longstone, both of which present with very limited vegetation within their "concrete jungles".</p> <p>Finally, the addition of a 350m cycle track from the school to the Ballycane Road junction is also somewhat impractical. Where are the cyclists to go then ? The cycle track will simply end 350m further along the Craddockstown Road than it currently does. Why go to the trouble? I feel that some of the unspent Active Travel funding going into this project could be put to much better use elsewhere in the town.</p> <p>The current works underway at the Ballycane Road / Craddockstown Road junction, intended to facilitate the proposed cycle track, are also not well thought out. The extreme narrowing of the entrance to the Craddockstown Road on the eastern side will make it very difficult, and quite dangerous, for school buses to enter and exit the Craddockstown road. If the bus needs</p>	<p>Noted.</p> <p>This is outside the scope of the project.</p>

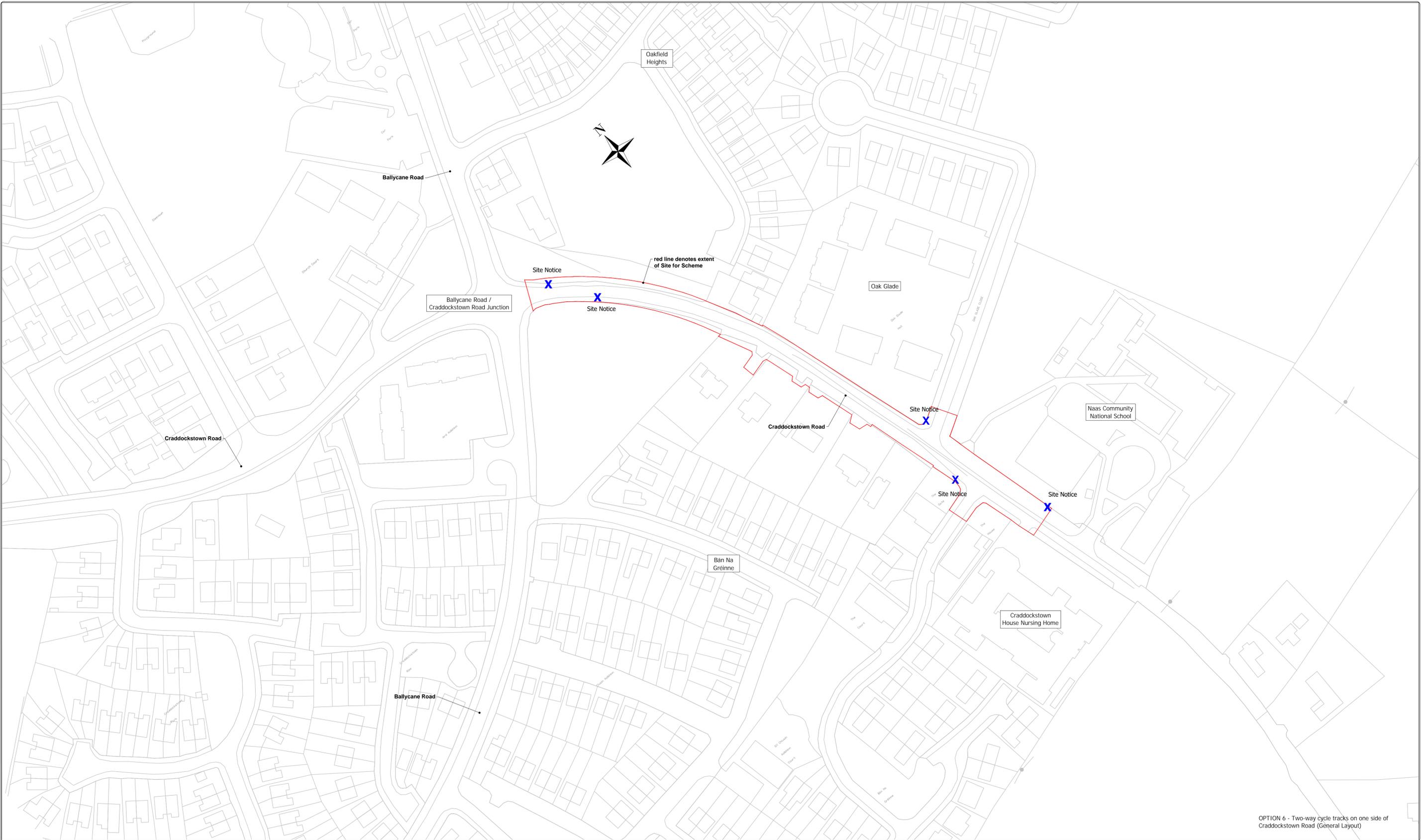
No.	Name	Comment	Response.
		<p>Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.</p> <p>To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.</p> <p>The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.</p> <p>Cllr Colm Kenny</p>	<p>This is outside the scope of the project.</p> <p>The cycle tracks will be designed to the relevant standards.</p> <p>Noted.</p>

3. CONCLUSION

Having reviewed the submissions made from those listed in Table 2.2 and Table 2.3 and with respect to the points raised and the associated responses from the submissions, it is concluded that the proposed development would be in accordance with the provisions of the Kildare County Development Plan (2017-2023) and would therefore be in accordance with the proper planning and sustainable development of the area.

APPENDIX A

SITE LOCATION DRAWING



OPTION 6 - Two-way cycle tracks on one side of Craddockstown Road (General Layout)

LEGEND

- X Location of Site Notice
- Site Boundary


Kildare County Council
 Comhairle Contae Chill Dara

PROJECT
SAFE ROUTES TO SCHOOL - CRADDOCKSTOWN, NAAS

STATUS
 PUBLIC CONSULTATION UNDER PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS

TITLE
SITE LOCATION

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KILGALLEN & PARTNERS
 CONSULTING ENGINEERS

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 Email: info@kilgallen.ie, www.kilgallen.ie Email: info@kilgallen.ie, www.kilgallen.ie

REV	DATE	BY	DETAILS	REV:

DRN:	CP	DRAWING NO.:	19044-DR-P8-01	REV.:	PL1
CHKD:	PB	SCALE:	1:1000 @ A1	SIZE:	A1
			DATE:	13/06/22	

APPENDIX B CIRCULATION LIST



Comhairle Contae Chill Dara Kildare County Council

Proposed Cycle Scheme at Craddockstown Road, Naas – Part 8

Planning Ref. P82022.16

Part 8 Development - Circulation List

Elected members:

Members of Naas Municipal District

Members of the Oireachtas

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Vincent P. Martin TD

Fiona O'Loughlin TD

Sean O'Fearghail TD

Kildare County Council

Planning Department

Eoghan Ryan – DOS

Mairead Hunt – SEO

Sharon O'Gara - A/Senior Executive Architect & Urban Designer

Emer Ui Fhatharta – Senior Planner

Caroline O'Donnell – A/Senior Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer

Housing Department

Annette Aspell - DOS

David Creighton – A/Senior Architect

Alan Dunney – Senior Executive Officer

Roads, Transportation, Public Safety & Development Control

Evelyn Wright, Director of Services

David Reel, A/SE

John McGowan, SE

Stephen Deegan, SE

Dónal Hodgins, SE

Ronan Linnane – Celbridge-Leixlip Municipal District Roads Engineer

Cyril Buggie Clane-Maynooth Municipal District Roads Engineer

Kevin Dunne, SEE

George Willoughby, SEE

Pamela Pender, A/SEO

John O'Neill, SEE

Jonathan Walsh, Traffic Management

Declan Keogh, Roads Safety Officer

Mark Kennedy, Executive Technician

Yasir Khan, Assistant Engineer

National Roads Office

Marie Whelan SE

Climate Action

Breda Maher, Regional Executive CARO

Environment Department

Colm Flynn, SEE

Chris Galvin, SE

Ken Kavanagh, SEO

Water Services Department

Joe Boland, Director of Services

Ibrahim Bargouthi F, SE

Fire Services

Celina Barrett, Chief Fire Officer

Health & Safety

Michael Hurley, Health and Safety Officer

Economic, Community and Cultural Development

Marian Higgins, A/Director of Services

Paula O'Brien, SEO

Christine O'Grady, SEO

Simon Wallace, Senior Executive Parks Superintendent

IT Department

Rory Hopkins, Head of Information Systems

Prescribed Bodies & Third Parties

EirGrid

Naas Tidy Towns

National Monuments Service (Part of DCHG)

Eastern and Midland Regional Assembly

Office of Public Works

National Museum of Ireland

The Heritage Council

An Taisce

An Bord Pleanála

Faite Ireland

The Arts Council

Royal Irish Academy - Culture and Heritage Working Group

National Parks and Wildlife Service

Inland Fisheries Ireland

Inland Fisheries Ireland

BirdWatch Ireland

Environmental Protection Agency

Geological Survey of Ireland – Heritage Programme

Waterways Ireland

Transport Infrastructure Ireland (TII) - Environmental Unit

NTA

NTA

Irish Rail (TFI)

Bus Éireann

Ervia (includes GNI, IW, Aurora)

Irish Water

Sustainable Energy Authority Ireland (SEAI)

Chamber of Commerce

Kildare Archaeological Society

Kildare Archaeological Society
Health Service Executive
HSE National Office - Health and Wellbeing
ICOMOS Ireland
ESB Fisheries Office
ESB Head Office
Irish Georgian Society
North Kildare Trout & Salmon Anglers Association
Cyclist.ie
Cycling Ireland
Clane Trout & Salmon Anglers Association
Health & Safety Authority
Road Safety Authority
Dept. of Housing, Local Government and Heritage
Córas Iompair Eireann
Chief Fire Officer
Minister for Transport, Tourism and Sport
National Tourism Development Authority
Dept. of Jobs, Enterprise & Innovation
An Garda Síochána
Gáis Networks Ireland
Commission for Regulation of Utilities
Industrial Development Authority Ireland
Irish Wildlife Trust
Tree Council of Ireland
Eir Group HQ
Dept. of Agriculture, Food and the Marine
Dept. of Education
Depart. of Children, Equality, Disability, Integration and Youth
Dept. of Enterprise, Trade and Employment
Dept. of Environment, Climate and Communications
Dept. of Further and Higher Education, Research, Innovation and Science
Dept. of Housing, Local Government and Heritage
Dept. of Rural and Community Development
Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media
Department of Transport
Irish Rail
The Owner 1
The Owner 2
The Owner 3
The Owner 4
Naas Community National School

APPENDIX C

PART VIII APPLICATION FORM



Comhairle Contae Chill Dara Kildare County Council

PLANNING DEPARTMENT PART 8 APPLICATION FORM

For development proposed by, or on behalf of or in partnership with the
Planning Authority.

Part XI Planning & Development Act, 2000 (as amended)

Part 8 Planning & Development Regulations 2001 (as amended)

PLEASE COMPLETE THIS FORM IN FULL

INCOMPLETE SECTIONS MAY LEAD TO A DELAY IN PROCESSING
THE APPLICATION

All applications shall be sent to: Planning Department, Kildare County
Council, Level 1, Aras Chill Dara, Devoy Park, Naas, Co. Kildare.

INTERNAL OFFICE USE ONLY	
DATE RECEIVED ____/____/____	REFERENCE NO Part8/____-____
_____ Administrative Officer	_____ Date

1. DEVELOPMENT PROPOSED BY (DEPARTMENT):

Roads Transportation & Public Safety Department

2. PERSON (S) RESPONSIBLE FOR PREPARING/LEADING PART 8:

Dónal Hodgins, Senior Engineer

Email:

Contact No.:

3. SITE LOCATION:

Craddockstown Road, Naas

4. LEGAL INTEREST IN LAND/STRUCTURE:

Landowner (Kildare County Council)

5. SITE AREA (IN HECTARES):

0.48 Ha (350m x 13.7m)

6. NATURE & EXTENT OF PROPOSED DEVELOPMENT (BRIEF DESCRIPTION):

Proposed new bi-directional cycle track along Craddockstown Road, Naas, from the junction with Ballycane Road to tie in with the existing infrastructure outside the school campus on Craddockstown Road.

7. GROSS FLOOR AREA OF BUILDINGS/STRUCTURE (SQUARE METRES):

N/A

8. RELEVANT PLANNING HISTORY OF SITE/LAND/STRUCTURE:

N/A

9. PRE-PART 8 CONSULTATION
DETAILS INCLUDING TIMES , DATES, PERSONS INVOLVED)

20th June 2022 2:00pm [Planning]

30th June 2022 11:00am [Water Services, Transportation & Public Safety (Naas MD, Parking, Traffic Management), Planning & Public Realm]

30th June 2022 12:00 noon [Transportation & Public Safety (Traffic Management, Roads Design), Parks Department]

10. PUBLIC DISPLAY PERIOD:
INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

Tuesday 5th July 2022 to Wednesday 3rd August 2022

11. HAS AN ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes

12. HAS AN APPROPRIATE ASSESSMENT (AA) SCREENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes

SIGNED ON BEHALF OF PROPOSING INTERNAL DEPARTMENT

NAME: *Dónal Hodgins*
POSITION: Senior Engineer
DATE 4th July 2022

GUIDELINES

The relevant sponsoring Internal Department shall engage with the Planning Department in respect of the proposed development through Pre-Part 8 consultation(s) to ensure:

- (a) The proposed development comes within the scope of the prescribed classes of development in Article 80 of the planning & Development Regulations 2001 (as amended), for the purposes of Section 179 of the Planning and Development Act 2000 (as amended).
- (b) The proposed development is in accordance with the policies and objectives of the County Development Plan or relevant Local Area Plan, as required under Section 178 of the Planning and Development Act 2000 (as amended)
- (c) The siting and design of the proposed development is acceptable.
- (d) The Part 8 maps, plans, elevations and related particulars are in accordance with Article 83 of the Planning and Development Regulations 2001 (as amended)
- (e) The site notice and newspaper notices are in accordance with Article 81 of the planning and Development Regulations 2001 (as amended). List of approved newspapers should be sought from the Planning Department.
- (f) The proposed development is screened in relation to EIA, AA and Flood Risk.
- (g) The proposed development is referred for the attention and response of all Council internal departments. Any revisions/amendments and/or additional documentation required by internal departments shall be incorporated into the final plans and particulars prior to the Part 8 being placed on public display.
- (h) The proposed development is referred for the attention and response of all relevant prescribed bodies, in accordance with Article 82 of the Planning & Development Regulations 2001 (as amended).
- (i) Any submissions or observations received during the public display period are forwarded for the attention and response of the proposed internal department responsible for preparing the part 8 application. The proposing internal department shall prepare a report responding to the submissions or observations received from internal departments prescribed bodies, and members of the public.
- (j) All Part 8 documentation is available to the Planning Department from the date stated in the public notices.
- (k) The part 8 application and all plans, particulars and documentation for the proposed development are to be sent to the Administrative officer in the Planning Department. This is necessary so that the Part 8 can be filed, given a unique reference number, and mapped by the Drawing office on GIS.

NOTE

The proposing internal department shall be responsible for

- Preparing a report responding to submission or observations received from prescribed bodies and members of the public;
- Listing the Part 8 on the agenda of the relevant Council/Municipal District meeting.
- Circulating all Part 8 documentation to elected members prior to the Council/Municipal District Meeting
- Presenting Chief Executive's Report to Members at Council/Municipal District.

1. Summary

Attended participants 13
Start time 30/6/22, 10:57:08
End time 30/6/22, 11:20:32
Meeting duration 23m 25s
Average attendance time 10m 58s

2. Participants

Name	First join	Last leave	In-meeting duration	Email	Participant ID (UPN)	Role
Paul Dennis	30/6/22, 10:57:38	30/6/22, 11:08:44	11m 6s			Presenter
Mark Kennedy	30/6/22, 10:57:42	30/6/22, 11:08:51	11m 9s			Presenter
Carthac de Brí	30/6/22, 10:58:26	30/6/22, 11:20:28	22m 2s			Organiser
James Doyle	30/6/22, 10:59:03	30/6/22, 11:08:43	9m 40s			Presenter
Jonathan M Walsh	30/6/22, 10:59:18	30/6/22, 11:20:28	21m 10s			Presenter
Sharon O'Gara	30/6/22, 10:59:37	30/6/22, 11:08:41	9m 3s			Presenter
Mark Flanagan	30/6/22, 11:00:46	30/6/22, 11:08:42	7m 55s			Presenter
Kehinde Oluwatosin	30/6/22, 11:00:51	30/6/22, 11:08:44	7m 52s			Presenter
Patricia Hyland	30/6/22, 11:00:59	30/6/22, 11:08:45	7m 45s			Presenter
Kevin Dunne	30/6/22, 11:01:29	30/6/22, 11:08:58	7m 29s			Presenter
Paul Kinsella	30/6/22, 11:02:04	30/6/22, 11:08:49	6m 44s			Presenter
Yasir Khan	30/6/22, 11:08:18	30/6/22, 11:20:32	12m 13s			Presenter
Joe Hickey	30/6/22, 11:12:12	30/6/22, 11:20:32	8m 20s			Presenter

3. In-Meeting activities

Name	Join time	Leave time	Duration
Paul Dennis	30/6/22, 10:57:38	30/6/22, 11:08:44	11m 6s
Mark Kennedy	30/6/22, 10:57:42	30/6/22, 11:08:51	11m 9s
Carthac de Brí	30/6/22, 10:58:26	30/6/22, 11:20:28	22m 2s
James Doyle	30/6/22, 10:59:03	30/6/22, 11:08:43	9m 40s
Jonathan M Walsh	30/6/22, 10:59:18	30/6/22, 11:20:28	21m 10s
Sharon O'Gara	30/6/22, 10:59:37	30/6/22, 11:08:41	9m 3s
Mark Flanagan	30/6/22, 11:00:46	30/6/22, 11:08:42	7m 55s
Kehinde Oluwatosin	30/6/22, 11:00:51	30/6/22, 11:08:44	7m 52s
Patricia Hyland	30/6/22, 11:00:59	30/6/22, 11:08:45	7m 45s
Kevin Dunne	30/6/22, 11:01:29	30/6/22, 11:08:58	7m 29s
Paul Kinsella	30/6/22, 11:02:04	30/6/22, 11:08:49	6m 44s
Yasir Khan	30/6/22, 11:08:18	30/6/22, 11:20:32	12m 13s
Joe Hickey	30/6/22, 11:12:12	30/6/22, 11:20:32	8m 20s

1. Summary

Attended participants 6
Start time 30/6/22, 11:58:35
End time 30/6/22, 12:14:12
Meeting duration 15m 36s
Average attendance time 13m 25s

2. Participants

Name	First join	Last leave	In-meeting duration	Email	Participant ID (UPN)	Role
Joe Hickey	30/6/22, 11:58:40	30/6/22, 12:13:58	15m 18s			Presenter
Carthac de Bri	30/6/22, 11:58:56	30/6/22, 12:14:00	15m 4s			Organiser
Paul Patton	30/6/22, 11:59:21	30/6/22, 12:14:04	14m 43s			Presenter
Carmel O'Grady	30/6/22, 12:01:44	30/6/22, 12:14:04	12m 20s			Presenter
George Willoughby	30/6/22, 12:02:13	30/6/22, 12:14:00	11m 46s			Presenter
Colm Lynch	30/6/22, 12:02:53	30/6/22, 12:14:12	11m 18s			Presenter

3. In-Meeting activities

Name	Join time	Leave time	Duration
Joe Hickey	30/6/22, 11:58:40	30/6/22, 12:13:58	15m 18s
Carthac de Bri	30/6/22, 11:58:56	30/6/22, 12:14:00	15m 4s
Paul Patton	30/6/22, 11:59:21	30/6/22, 12:14:04	14m 43s
Carmel O'Grady	30/6/22, 12:01:44	30/6/22, 12:14:04	12m 20s
George Willoughby	30/6/22, 12:02:13	30/6/22, 12:14:00	11m 46s
Colm Lynch	30/6/22, 12:02:53	30/6/22, 12:14:12	11m 18s

APPENDIX D

DEPARTMENT AND STATUTORY BODY RESPONSES

Part 8 - Proposed Proposed Cycle Track Scheme at Craddockstown Road, Naas - Planning Ref. P82022.16

Department and Statutory Body Responses

List of responses received from Departments & Statutory Bodies

Consultation Portal Ref. No.	Name	Attachment
KCC-C87-1	Transport Infrastructure Ireland	Yes
KCC-C87-2	Department of Housing, Local Government and Heritage	Yes
KCC-C87-3	Health and Safety Authority	Yes
KCC-C87-5	Fáilte Ireland	Yes
KCC-C87-6	National Museum of Ireland	Yes
KCC-C87-10	Geological Survey Ireland	Yes

KCC-C87-1 Transport Infrastructure Ireland

I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make.

Yours sincerely,

Regulatory and Administration Executive

From: INFO <Information@tii.ie>

Sent: Wednesday 6 July 2022 14:32

To: sustainabletransport <sustainabletransport@kildarecoco.ie>

Subject: TII Ref: TII22-119261 - Proposed Cycle Scheme at Craddockstown Road, Naas Planning Ref. P82022.16 Proposed Cycle Scheme at Craddockstown Road, Naas, Co. Kildare..

Dear Ms. Dempsey,

I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make.

Yours sincerely,

Andrew Moore

Regulatory and Administration Executive

KCC-C87-2

Department of Housing, Local Government and Heritage

On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien.

Kind regards,

Minister of State Burke's Office

Department of Housing, Local Government and Heritage

CRM Case KCC-119726

Dear Ms Pender,

On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien.

Kind regards,

Erica Daly

Minister of State Burke's Office

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta

Department of Housing, Local Government and Heritage

Teach an Chustaim, Baile Átha Cliath 1, D01 W6X0

Custom House, Dublin 1, D01 W6X0

www.gov.ie/tithiocht [<http://www.gov.ie/tithiocht>]

www.gov.ie/housing [<http://www.gov.ie/housing>]

cid:image001.png@01D6A930.2CC7E330 [cid:image001.png@01D892C1.0EECE820]

Please note: The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015

KCC-C87-3

Health and Safety Authority

I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted.



An tÚdarás Sláinte agus Sábháilteachta
Health and Safety Authority

☎ 0818 289 389 ✉ landuseplanning@hsa.ie 🌐 www.hsa.ie

Planning Department
Kildare County Council
Aras Chill Dara,
Devoy Park
Naas
Co. Kildare
W91 X77F

8 July 2022

Our Ref: 3807

Re: : Proposed Cycle Scheme at Craddockstown Road, Naas- Part 8 (Ref P82022.16)

Dear Ms Pender,

I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted.

If you have any queries please contact the undersigned.

Yours sincerely

Marcus Phelan
Inspector,
COMAH, Chemical Production & Storage (CCPS)

KCC-C87-5

Fáilte Ireland

Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.

We will review the details and revert with comments by the 17th August 2022 if necessary.

Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address planning.applications@failteireland.ie we would prefer if possible to receive future planning applications/information, consultations etc by email to planning.applications@failteireland.ie

By using this email address, it will ensure information/notifications will get to the Manager of Environment & Planning Unit (Mr Shane Dineen) and team, which will be reviewed and actioned in a timely manner by the Manager and the Environment & Planning Team.

However, if this is not possible, please send planning notifications/applications, consultations details to the following department at

Fáilte Ireland

Environment & Planning Unit

88-95 Amiens Street,

Dublin 1, D01 WR86

CRM KCC 120579

Hello Pamela (Pender),

Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.

We will review the details and revert with comments by the 17th August 2022 if necessary.

Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address planning.applications@failteireland.ie we would prefer if possible to receive future planning applications/information, consultations etc by email to planning.applications@failteireland.ie

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Fáilte Ireland

Environment & Planning Unit

88-95 Amiens Street,

Dublin 1, D01 WR86

Regards & thanks,

Yvonne

Yvonne Jackson

Product Development-Environment & Planning Support | Fáilte Ireland

88-95 Amiens Street, Dublin 1, D01 WR86

M +353 (0)86 0357590

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[<https://www.youtube.com/user/FailteIrelandTV>] | Facebook

[<https://www.facebook.com/failteireland>]

[cid:image002.png@01D89C2E.51EC77F0]

Thank you for your request for observations (04 July) on the proposed Cycle Scheme at Craddockstown Road, Naas. The National Museum of Ireland (NMI) notes the route and has a number of observations/recommendations in this regard;

- Due diligence should be given to consulting with all relevant statutory bodies.
- We would expect normal Environmental Impact assessment procedures to be carried out including an archaeological component in respect of the proposed scheme.
- The NMI Topographical files database within the National Museum of Ireland - Archaeology, Kildare Street, should be consulted as part of the development and assessment process.
- These will provide details on stray finds within the townland/townlands which may be impacted/affected by the proposed road scheme. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area.
- The National Monuments Service (NMS) map viewer should also be consulted for the townland/townlands which may be affected. This could indicate monuments, and any subsurface archaeology in their vicinity, which may be impacted by the scheme. The NMS should be contacted directly for further information in this regard.
- Mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features, and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior the commencement of any works.
- These necessities should be taken into consideration with regard to the timeline for the scheme.

We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.

museum

National Museum of Ireland
Ard-Mhúsaem na hÉireann

28/07/2022

Planning Ref: P82022.16

Our Ref: IA/71/2022

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- Due diligence should be given to consulting with all relevant statutory bodies.
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- These necessities should be taken into consideration with regard to the timeline for the scheme.

NATIONAL MUSEUM OF IRELAND
ARCHAEOLOGY
Kildare Street
Dublin 2, Ireland
TELEPHONE +353 1 677 7444
FAX +353 1 676 6116
e-mail: marketing@museum.ie
website: www.museum.ie

ARD MHÚSAEM NA HÉIREANN
SEANDÁLAÍOCHT
Sráid Chill Dara
Baile Átha Cliath 2, Éire
TEILEAFÓN +353 1 677 7444
FAICS +353 1 676 6116
r-phost: marketing@museum.ie
Ílfónra: www.museum.ie

museum

National Museum of Ireland
Ard-Mhúsaem na hÉireann

We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.

Regards,

Dr Bernard Gilhooly,
Assistant Keeper,
Irish Antiquities Division,
National Museum of Ireland,
Kildare Street,
Dublin 2

NATIONAL MUSEUM OF IRELAND
ARCHAEOLOGY
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KCC-C87-10

Geological Survey Ireland

With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact GSIPanning@gsi.ie

Submission from Geological Survey Ireland 20220816

Dear Sir/Madam,

With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact me Trish Smullen, or my colleague Clare Glanville at GSIPlanning@gsi.ie.

Yours sincerely,

Trish Smullen
Geological Survey Ireland

APPENDIX E

3RD PARTY SUBMISSIONS

Part 8 - Proposed Proposed Cycle Track Scheme at Craddockstown Road, Naas - Planning Ref. P82022.16

3rd Party Submissions & Observations

List of 3rd Party Submissions & Observations Received

Consultation Portal Ref. No.	Name	Attachment
KCC-C87-4	Norma Murray	No
KCC-C87-7	Kevin Galton	Yes
KCC-C87-8	Maguire & Associates	Yes
KCC-C87-9	Ursula King	No
KCC-C87-11	Maynooth Cycling Campaign	Yes
KCC-C87-12	Bernadette Azzie	No
KCC-C87-13	Cllr Colm Kenny	No
KCC-C87-14	County Kildare Chamber	Yes

KCC-C87-4 Norma Murray

Where the pelican crossing meets the cycling track, there should be a mini zebra crossing on the bike lane to indicate that pedestrians have right of way.

It is not clear how the new cycling track links with existing cycling infrastructure at the entrance to the housing estate, it should tie in seamlessly.

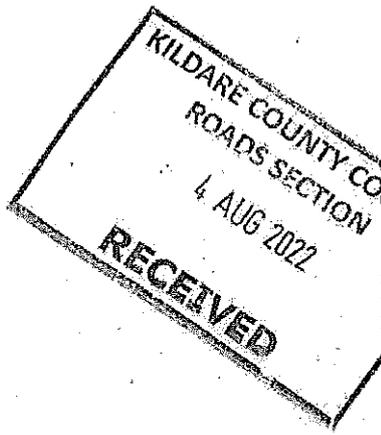
As shown in the drawing, the red/orange colour of the cycling track is good to indicate a separation between cyclists and pedestrians. A kerb between the cycling track and pedestrian path is also welcome and makes for a safe experience for everyone.

I am concerned about the fact that there is no bus stop included as part of this scheme. Especially if this is to be the terminus of a new integrated PSO bus service which will be implemented by the council in the future

KCC-C87-7 Kevin Galton

I am I receipt of yours of 12th July 2022 with attachment dated 4th July 2022 on this date. I received your correspondence upon my return from vacation, hence the delay in responding to you.

I have viewed the proposal through the link supplied but it is very short in detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both email and telephone details for your convenience.



Ms. Pamela Pender,
A/Senior Executive Officer,
Aras Chill Dara, Devoy Park,
Naas, Co. Kildare.

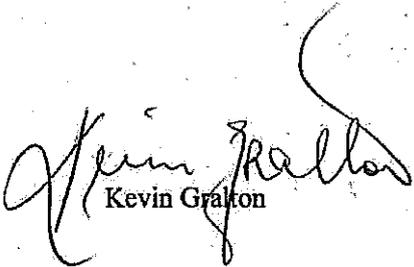
Re : Proposed Cycle Scheme at Craddockstown Road, Naas, - Part 8 Planning Ref. P82022. 16.

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I have viewed the proposal through the link supplied but it is very short on detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both e-mail and telephone phone details for your convenience.

Yours Sincerely,


Kevin Galton

KCC-C87-8 Maquire & Associates

We act on behalf of Helen Maguire who has instructed us to make a Planning Submission in respect of the above-mentioned proposed development. We set out hereunder the various issues that our client wishes to comment on.

We attach to this planning submission a copy of extract from the old OS Map of the Old Craddockstown Road map (Map 1) prior to any road realignment of the Craddockstown Road.

In addition, we attach to this planning submission extract from the "Land Direct" website (Map 2) showing the various landowners of the site outlined in red, of the proposed development

According to the Planning Regulations:

"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give full particular of your legal interest in the site/structure on the planning application form."

Item 1 Compliance with requirements for making planning applications.

According to the Planning Regulations:

"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give full particular of your legal interest in the site/structure on the planning application form."

It is noted from the planning documents of KCC where it states "The Scheme require third-party lands from properties on the southern side of the Craddockstown Road. Other than this, only lands within the public road will be required. Accommodation Works will be carried out to mitigate impacts on private lands "

The question: What is legal basis of Kildare County Council for alleging that they have sufficient legal interest in the lands or the written consent of the landowners to carry out the proposed development as outlined in the planning notices? on the Craddockstown Road, must be addressed before this proposed development may proceed.

We have examined the current proposal of Kildare County Council for these road improvements. We have been unable to the necessary documentation on the planning file to comply with. the Planning Regulations above.

According to the Ownership map, it is evident that Kildare County Council have not obtained the necessary authorities from the various landowners to enable the proposed development to be carried out.

Item 2 Taken in Charge of new road and footpath on Craddockstown road.

We have been unable to locate documentation in respect of Taking in Charge of the upgraded Craddockstown Road and Footpaths for this road to be considered a Public Road.

Item 3 Consultation with Landowners

It is noted that there has been no consultation by Kildare County Council with some of the landowners in relation to the proposed development.

Item 4 Adequacy of Drawings

There are no drawings on KCC planning submission submitted showing the details of the accommodation works to be carried out on the proposed development along the southern side of the Craddockstown Road.

We attach to this Planning Submission combined Map (Map 3) showing the Old O.S. Map of the Craddockstown Road superimposed onto the Land Ownership map.

We trust that the above will be taken into consideration in the determination of this Planning Application.

Kindly acknowledge receipt of all documents.

Yours Sincerely,

Thomas Maguire.

MAGUIRE & ASSOCIATES

CHARTERED ENGINEERS

CHARTERED TOWN PLANNERS

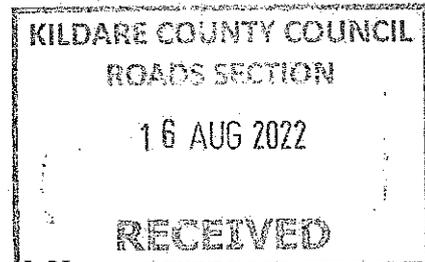
6, Railway Terrace,
Dublin Road.
Naas.
Co. Kildare
W91 NYK3

Telephone No. (045) 876384
Mobile No. (087) 2680888
E-mail. admin@manda.ie

Ref: 610/2022

16TH August 2022

Acting Senior Officer,
Roads Transportation and Public Safety Dept.
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare. W91 X77F



Re: "Proposed Cycle Track Scheme at Craddockstown Road, Naas."
Planning Ref: P82022.16
Applicants: Kildare County Council

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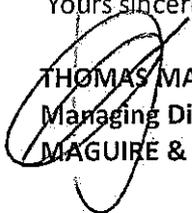
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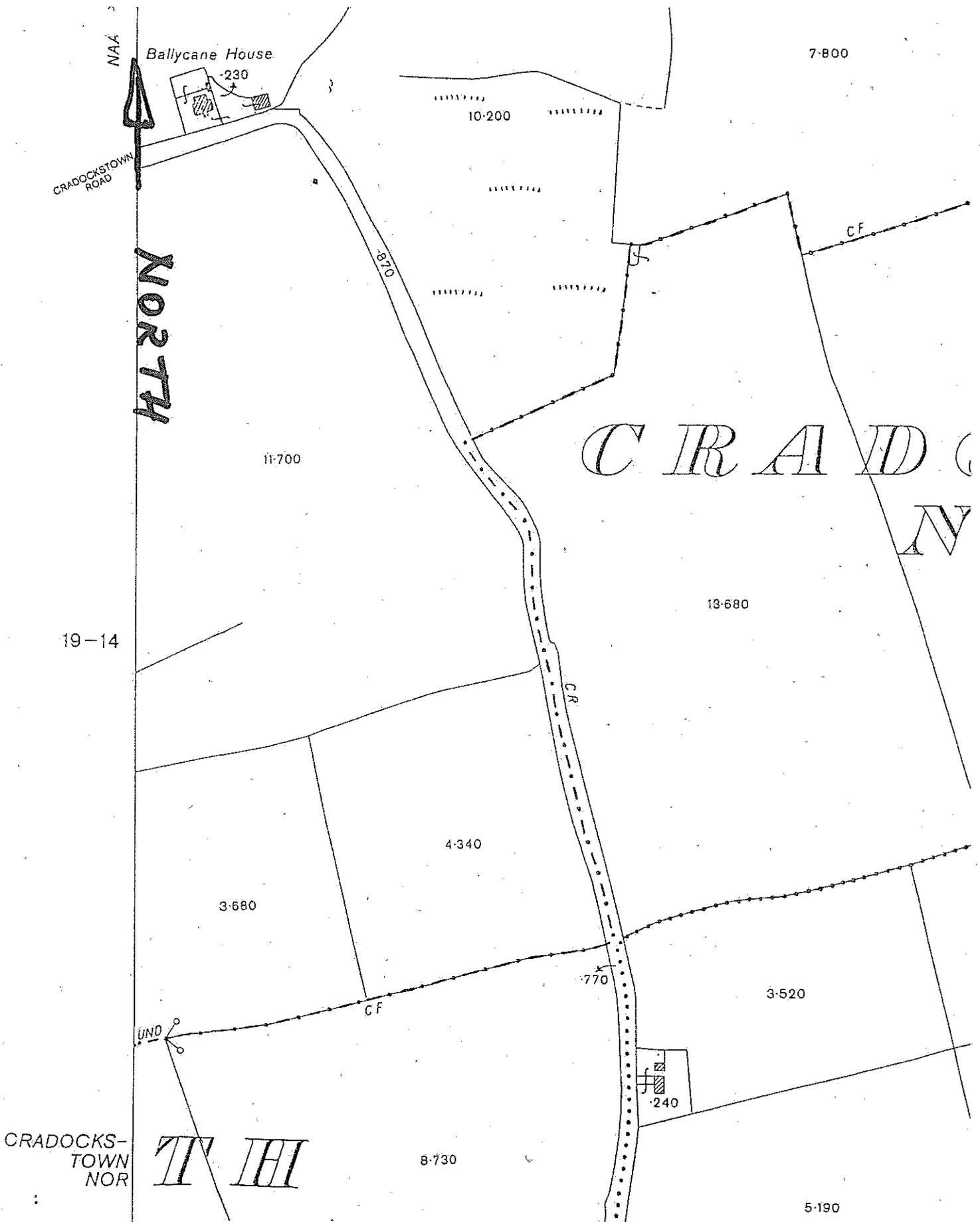
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Kindly acknowledge receipt of all documents.

Yours sincerely,


THOMAS MAGUIRE
Managing Director
MAGUIRE & ASSOCIATES

Map 1 Scale: 1-2500
Old O.S. Map of Craddockstown Road



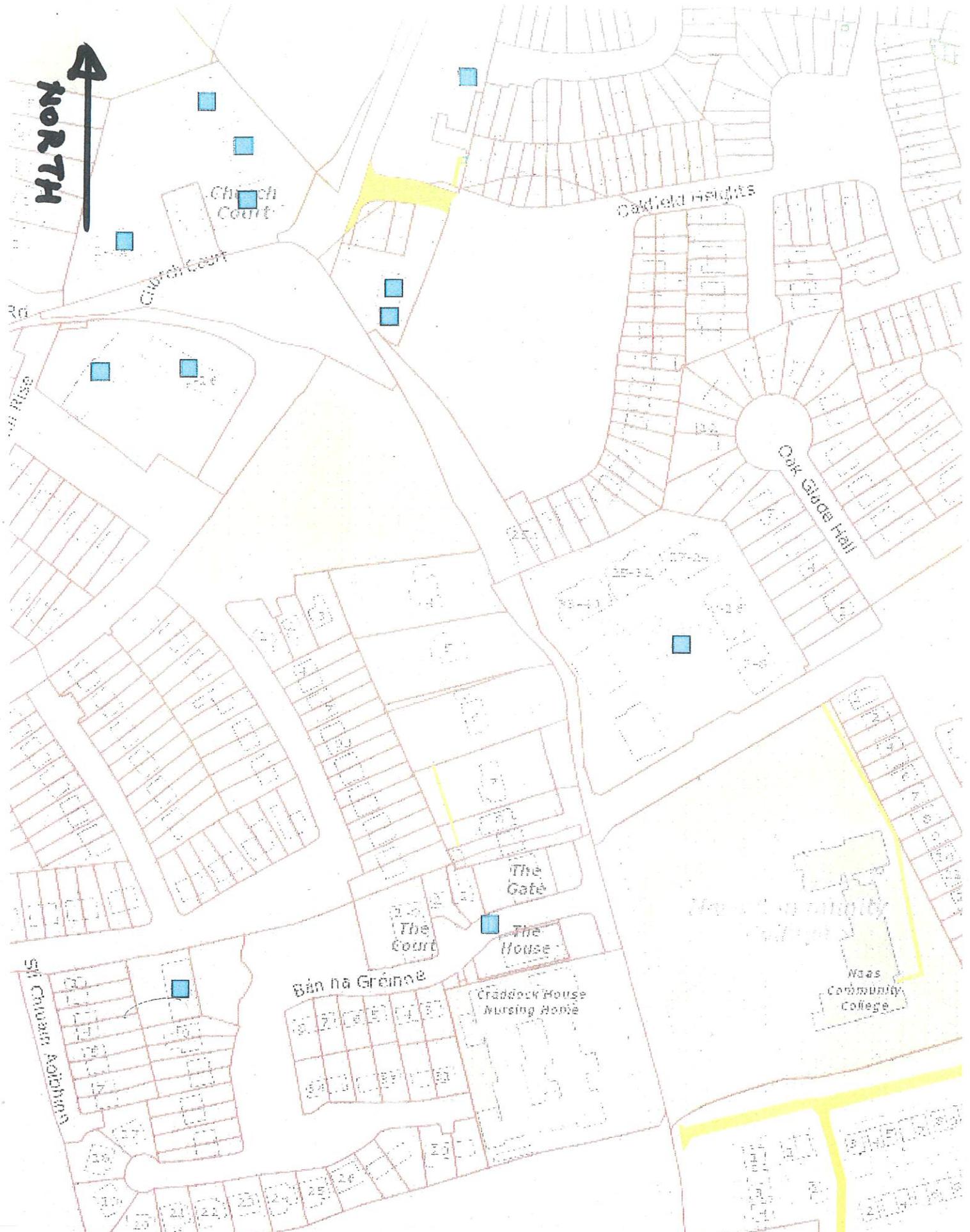
MAP 1 - SCALE 1-2500

OLD O.S. MAP OF

CRADDOCKSTOWN ROAD

MAY 11TH AUGUST 2022

**Map 2 Not to Scale (NTS)
Extract from Land Direct Website
Showing Land Ownership**



MAP 2 - NOT TO SCALE (NTS)
EXTRACT FROM "LAND DIRECT" WEBSITE
SHOWING LAND OWNERSHIP
 DATE: 16TH AUGUST 2022.

**Map 3 Not to Scale (NTS)
Old O.S. Map of Craddockstown Road
Superimposed on the
Land Ownership Map**

KCC-C87-9 Ursula King

We all recognise the need to transition away from car use in our towns and villages. Additionally, most of us recognise that we face challenges in attaining increased cycling and pedestrian activity, given that car use for short journeys has become a habit for many. Safety and the perception of safety is hugely important in tackling this, but also being able to quantify and demonstrate the benefits of active transport will be most helpful to achieve this transition.

I wish to make two points:

In the interests of the monitoring and reporting of climate action, I call on the Council to use the World Health Organisation's H.E.A.T tool as part of the design process to estimate the health benefits of active travel schemes and the reduction in carbon emissions.

I also want to register my support for the minimum lane widths proposed by the Council at Craddockstown in the interests of increased road safety.

Kind regards,

Ursula King.

Kildare Climate Action SPC representative-elect.

KCC-C87-11 Maynooth Cycling Campaign

I wish to make the following submission on the proposals for the Meadowbrook Cycle

Scheme:

1. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government. Kildare County Council should use the WHO H.E.A.T tool to estimate the financial benefits to health and the reduction in carbon emissions.
2. The detailed design should be take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
3. Maynooth Cycling Campaign strongly support the restriction of road width to 6m and the provision of a 750mm buffer between the cycle track and traffic for children travelling to school.
4. We propose that zebra markings be provided at the toucan crossing where pedestrians cross the cycle track and at the Oak Glade Close junction where cyclists have to cross the footpath. It is best practice (in the UK and Netherlands) and helps to emphasise that pedestrians have priority at these locations.
5. The Ballycane-Craddockstown junction should provide for segregation in accordance with the different needs of cyclists and pedestrians.
6. There are no cycle facilities on the west side of Craddockstown Road so Maynooth Cycling Campaign is puzzled about the need for a toucan crossing at the proposed location as cyclists can only legally travel on road.
7. The height of kerb between the traffic lane and buffer should be a minimum of 100mm with a 50mm kerb between the cycle track and footpath to emphasise the different needs of pedestrians and cyclists. At the Liffey Valley Shopping Centre, the design provides a 150mm kerb between the traffic lane and buffer which is even better with a reduction in kerb height at regular intervals to allow for drainage. Kildare County Council should copy this design.

8. Oak Glade– Minor Junction

At the Oak Glade junction, the footpath and cycle facilities should continue at the same level across Oak Glade rather than drop down to the level of on road.

- (a) “Entrance kerbs” (inritbanden in Dutch or Zip kerbs) provided along the main road.
- (b) The turning radii kerbs on footpaths should be omitted and footpath carried through to clearly show that pedestrian and cyclists on Craddockstown Road have priority over turning traffic.
- (c) The cycle track should be raised to the level of the footpath.
- (d) Drivers may access the minor road by crossing the footpath with an entrance kerb to slow turning traffic. The provision on the Straffan Road Maynooth should not be repeated.



MAYNOOTH CYCLING CAMPAIGN



Proposed Cycle Track Scheme at Craddockstown Road, Naas

Planning Reference: P82022.16

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(d) Drivers may access the minor road by crossing the footpath with an entrance kerb to slow turning traffic. The provision on the Straffan Road Maynooth should not be repeated.

Gerry Dornan,
Chair Maynooth Cycling Campaign
PPN Rep on Transport, Safety & Emergency Services SPC

KCC-C87-12 Bernadette Azzie

I live in Oak Glade Close, and walk my dog 7-10km/day everyday in the surrounds. I am also a fair-weather cyclist. I wish to state upfront that I am not opposed to Pedestrian walkways or Cycle tracks in general. Although the proposed 3m wide cycle track and 2m wide pedestrian walkway is a much safer proposition than the cycle lanes that have recently been installed on the main road in Sallins, I believe they are excessive considering the volume of traffic they are likely to carry. The traffic survey used in the design report was carried out in September 2019, when there were significantly more students attending the Naas Community National School / Naas Community College than is now the case (since the secondary school students have relocated to the new Naas Community College premises in Millenium Park).

The existing cycle track from Oak Glade/Stoneleigh to Naas Community College / Naas Community National School, which is designed to a similar specification to that which is proposed, is never busy enough to warrant the scale it was built to. In fact, prior to the relocation of students attending Naas Community College to Millenium Park, when the school was much busier than it is now, I had seldom seen more than 3 bicycles on it at any one time, even just before the school opened in the morning, or closed in the afternoon. Furthermore, all those bicycles have been travelling in the same direction (i.e. to school in the morning, and away from school in the afternoon), which suggests that a designated two-way track is unnecessary. The Cycle track and Pedestrian walkway which runs along the Blessington Road from the entrance to Longstone to the entrance to Oakglynn is of a more realistic scale and not as obtrusive as what is being proposed for the Craddockstown road.

A smaller scale Cycle track will also allow the grass verge and 8 established trees in front of the houses (opposite Oak Glade Hall) on the Craddockstown Road to remain in place. This is important in the interests of preserving the natural biodiversity of the area, especially given the extent of development in Stoneleigh and Longstone, both of which present with very limited vegetation within their "concrete jungles".

Finally, the addition of a 350m cycle track from the school to the Ballycane Road junction is also somewhat impractical. Where are the cyclists to go then ? The cycle track will simply end 350m further along the Craddockstown Road than it currently does. Why go to the trouble? I feel that some of the unspent Active Travel funding going into this project could be put to much better use elsewhere in the town.

The current works underway at the Ballycane Road / Craddockstown Road junction, intended to facilitate the proposed cycle track, are also not well thought out. The extreme narrowing of the entrance to the Craddockstown Road on the eastern side will make it very difficult, and quite dangerous, for school buses to enter and exit the Craddockstown road. If the bus needs to mount the pavement to avoid an accident with traffic waiting at the traffic lights, this will put pedestrians waiting at the lights in danger. I suggest that the current so-called improvement works, are reconsidered in this regard.

KCC-C87-13 Cllr Colm Kenny

I recall when the Craddockstown road was a remote, very quiet rural road. The last semblance of urban conurbation heading southwards was the 1912 house. While this area has become more built up and there is increased traffic to the school and nursing home as well as new estates east and west of the Craddockstown rd. there is potential for this 300+ metre active travel upgrade to be the starting point to develop the Craddockstown rd as a shared space / active travel route which prioritises the road as a leisure route for walking / cycling over vehicular traffic save for local access especially for residents.

Indeed the tradition of the Punchestown festivals "Walking Sunday" is synonymous with the quieter Craddockstown rd as locals walked or cycled to the racecourse to inspect the course on the Sunday prior to the race meeting.

During Music festivals in Punchestown in recent years the Craddockstown rd. is normally reserved for pedestrians and emergency services traffic only especially as it leads directly to Naas Hospital and nearby Garda station.

Two other alternative routes for vehicular traffic exist travelling south of Naas, the Ballymore rd R411 and the Blessington rd R410. Other routes in the Naas MD which lend themselves to a similar reprioritisation include the inner Rathasker rd. & Grand canal rd.

Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.

To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.

The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.

Cllr Colm Kenny

KCC-C87-14 County Kildare Chamber

Dear Sir/Madam,

1.0 INTRODUCTION

County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.

Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.

County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Craddockstown Road Cycle Scheme consultation.

As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.

2.0 SUBMISSION

Naas is the county town of Kildare and has a population of 21,393 (figure from Census 2016), making it the second largest town in the County.

Over the last two decades the population of Naas has significantly increased by over 15%. This increased population density has also brought amplified development to the town, with business and technology campuses, education facilities and housing.

This increased population and development has naturally led to greater amounts of road usage, be it private vehicle use, public transport, pedestrian, or cycle movement. With sustainable living increasingly on the minds of the public, more people are opting for alternative methods of transport.

The currently road layout on the Ballycane Road is no longer fit for purpose, especially with the recent opening of the education campus on the Craddockstown Road. There is currently no cycleway leading to the school campus, or on the immediate adjoining road.

An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber traffic is a key concern, congestion carries significant costs with it, but the greatest harms are done to quality of life.

The benefits of people friendly streets that promote the utilisation of public transport in combination with active transport networks and technologies create a healthier urban environment, reduce CO2 emissions, encourages resilient local economies, and makes for a more efficient use of finite land resources –in the short-run, the reprioritisation of resources will be zero-sum.

County Kildare Chamber welcomes the decision by Kildare County Council to review and open consultation on the new preferred option for a cycle scheme on the Craddockstown Road. Public safety should always be of the utmost importance and currently there is no dedicated cyclist facilities on either the Ballycane Road or Craddockstown Road. We believe the need for this scheme is enhanced by the number of residential developments adjacent to both roads.

In March 2020, County Kildare Chamber, Chambers Ireland and ICC Ireland announced that we had signed up to a new charter supporting the UN Sustainability Goals (SDGs). One of these goals, which we have worked to advocate for is the Sustainable Cities and Communities Goal.

County Kildare Chamber strives to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in the County.

With this in mind, we believe that cities and towns need more housing, transport, and social infrastructure. While this project does elevate the safety concerns for cyclists and pedestrians and should in time promote less use of vehicular traffic within South Naas, it does not address the shortage of cycle path on the main Ballycane Road and surrounding areas, connected to Naas centre.

The Chamber understands under the County Development Plan cycleways are proposed and planned for a number of areas in Kildare. For the '10 minute settlement' concept to become a reality, active travel and pedestrian and cycle scheme will need to be significantly increased.

3.0 CONCLUSION

County Kildare Chamber welcomes the provision for cyclists, pedestrians and other vulnerable road users, and the proposals at the Ballycane/Craddockstown Road junction. This development will mean a safer way for the public, especially younger road users to travel to school and the surrounding area. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable.

We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do not hesitate to contact us if you have any queries regarding this submission.

Yours faithfully,

Public Affairs Manager
County Kildare Chamber



**Kildare County Council
via website**

Date: 17th August 2022

Dear Sir/Madam,

RE: Cycle Scheme at Craddockstown Road, Naas

1.0 INTRODUCTION

County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.

Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.

County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Craddockstown Road Cycle Scheme consultation.

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Yours faithfully,

Sinéad Ronan
Public Affairs Manager
County Kildare Chamber
www.countykildarechamber.ie
045 894074