

**KILDARE COUNTY COUNCIL**



**PLANNING DEPARTMENT**

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

Development proposed by, on behalf of, or in partnership with Local Authority

*Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.*

<b>Type of Development</b>	Cycle Scheme
<b>Site Address</b>	Green Lane, Leixlip, Co. Kildare
<b>Development Proposed by</b>	Sustainable Transport Section, Kildare County Council
<b>Display Period</b>	Plans and particulars on display at the offices of Kildare County Council from 22nd March 2022 to 22nd April 2022. These were also available to view on Kildare County Council's website.  Site Notices were erected at the site location on the 22nd March 2022  Submissions could be made in writing or online on or before 17:00 on the 06th May 2022.
<b>Submissions/Observations</b>	5 submissions received from community groups and members of the public  1 submission received from Relevant Statutory Bodies
<b>Part 8 Reference Number</b>	<b>P8 2022 – 05</b>

## 1. SITE LOCATION & CONTEXT

Kildare County Council proposes to provide a segregated high quality cycle route on Green Lane, Leixlip. The site is 700m in length and is located along Green Lane between Accommodation Road and Station Road (R148) in Leixlip. Green Lane is a single lane carriageway with no existing cycle infrastructure in the site area. There are footways on both sides of the road.

**Figure 1: Extent of Scheme identified in red**



## 2. AIMS AND NATURE OF PROPOSED DEVELOPMENT

The project aims to deliver a high-quality cycle route design of A or A+ level of service (in accordance with the National Cycle Manual) and provide an optimal balance of provision between various competing transport modes.

A number of design objectives have been identified for this project:

- Deliver segregated cycle infrastructure suitable for school children and novice users.
- Tie into existing cycling infrastructure and future proof the connection to proposed cycling infrastructure.
- Reallocate space to provide sufficient dimensions for the segregated cycle tracks.

The Proposed Development comprises:

- The provision of a 2m protected cycle track and 2m footway on both sides of Green Lane
- The provision of a shared use path in front of existing schools on Green Lane
- Reduction in road carriageway width to 2 No. 3m carriageways
- The introduction of raised crossings on all side roads to prioritise pedestrian movements
- Straight through cycle track crossings on all side roads to prioritise cyclists
- Realignment of side road junctions

- Adjustment of existing signalised crossing
- Removal of car parking spaces on Green Lane
- Realignment of existing car park to increase car parking spaces

The proposed design consists of 2m protected cycle tracks on both sides of the road along the length of the project area. The typical cross section consists of 2m footways, 2m cycle tracks (including kerb) and 3m carriageway. The cross section can be seen below.



The design outside of the three schools on Green Lane was adjusted following consultation with those schools. At this location the cycle track will raise up to footway level and a new shared use facility will be created here. There will be no level difference outside the school segregating cycleway and footway but there will be clear material difference with a 500mm buffer.

Detailed design should be consulted for exact dimensions at specific locations. Ancillary elements include alterations to junctions and entrances, introduction and redesign of pedestrian crossings, drainage, lighting, pavements, landscaping and services. There is no private land take required for the proposed development.

### Need for the Scheme

There are a number of notable trip generators along or within a short distance of the scheme

These include

- Scoil Bhríde
- Scoil Mhuire
- Scoil Eoin Phóil
- Leixlip GAA
- Shops
- Leixlip Louisa Bridge rail station is approximately 500m outside the project area at the north end of Accommodation Road.

There is one signalised pedestrian crossing in the project area and a number of uncontrolled crossings across Green Lane. There are five side roads and fifteen vehicular accesses (driveways, car parks etc.) on Green Lane.

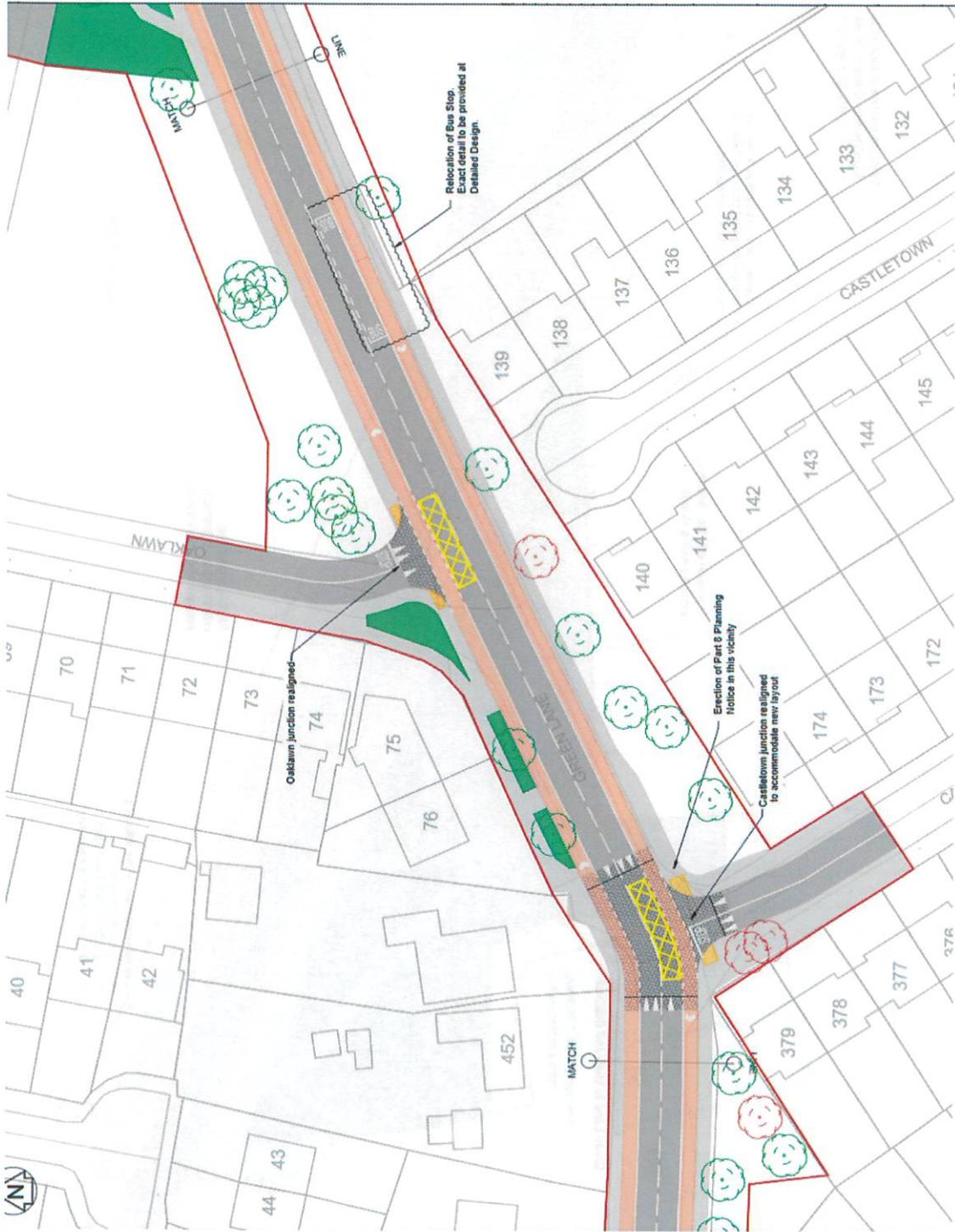
The objectives for the scheme relate to improving Safety by reducing the potential for conflict between all road users along the route and encouraging sustainable modes of transport

The proposed scheme will reduce the existing vehicle carriageway of Green Lane from 6.5m / 7.5m to 6m, along the length of the scheme. Ramps and raised tables will be retained

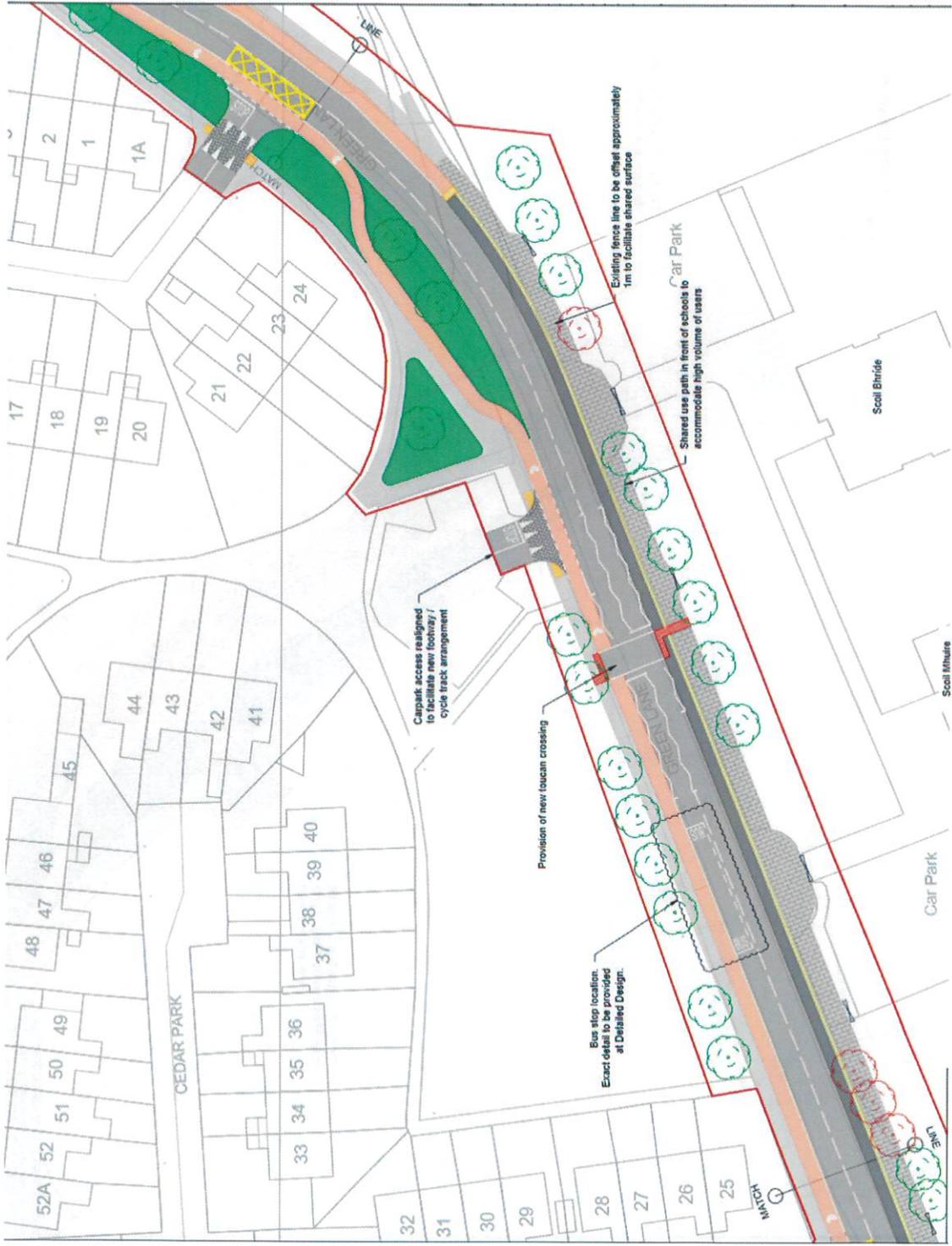
or introduced to further manage the speed of motorised vehicles. This will help manage speed by narrowing the carriageway and using traditional speed management intervention

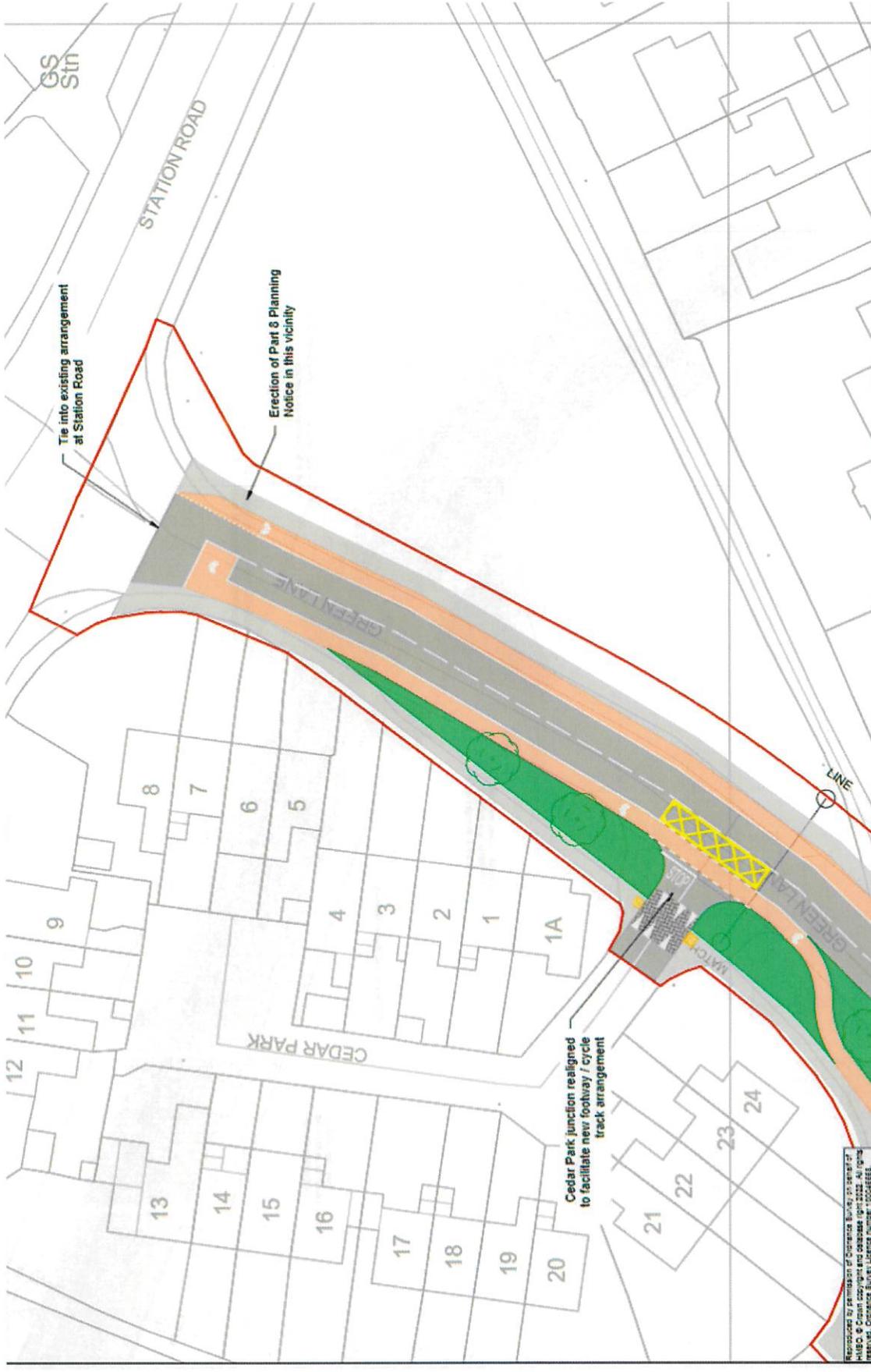










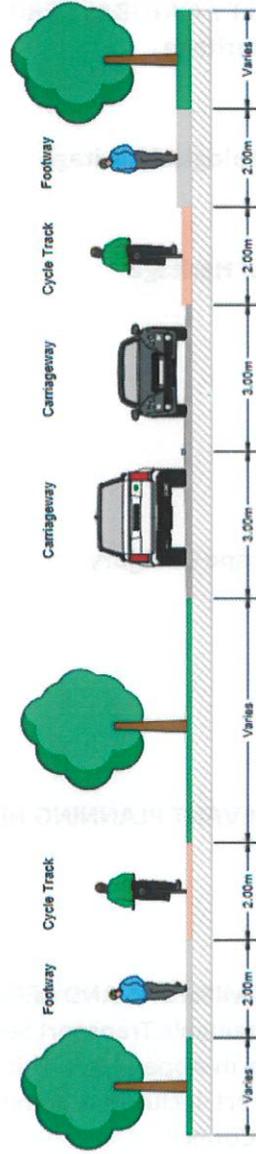




Outside Leixlip GAA Club



Outside Scoil Mhuire



Southwest of Cedar Park

## **SUPPORTING DOCUMENTS**

The proposal is accompanied by the required plans and particulars. In addition a number of documents have been included, namely:

- Part 8 Report
- Tree Survey Report
- An EIAR Screening report
- An AA Screening Statement Report
- Drawings and drawing list (Appendix to this Planning Report)
- Part 8 Planning Report
- Copy of the site notice
- Original newspaper notice

## **3. BUILT / NATURAL HERITAGE**

**Built Heritage** The site is within the suburban area of Leixlip Town. There are no protected structures along the route.

**Archaeological Heritage** There are no national monuments recorded on the GIS system along the route.

**Natural Heritage** River Carton SAC is 480m to the north of the site. No other SAC or SPA is in close proximity to the subject site. An Appropriate Assessment Screening Report was completed and Kildare County Council has determined that there is no requirement for a Stage 2 Appropriate Assessment.

The Royal Canal is a pNHA and is 460m to the north of the site.

**Landscape Category** The site is within the Northern Lowlands LCA, which is described as of Class 1, Low sensitivity, defined as 'Areas with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area.'

## **4. RELEVANT PLANNING HISTORY**

None

## **5. SUBMISSIONS AND REPORTS RECEIVED**

The Sustainable Transport Section has prepared a 'Part 8 Submissions Report'. Which has been included in Appendix A. This report should be read in conjunction with this Planning Report. The report includes a summary of each submission received and the response of Kildare County Council.

### *Submissions*

5 submissions received from community groups and members of the public –

No.	Name
1.	Department of Public Health
2.	Leixlip Castletown Residents Association
3.	Brian Mc Ardle
4.	Maynooth Cycling Campaign
5.	Cllr. Nuala Killeen

1 submissions received from Relevant Statutory Bodies:

HSE National Office - Health and Wellbeing noted that Cycling and Active Transport is a key intervention that Public Health supports for mobility and health.

*Reports*

There were 3 reports received from the internal reporting sections of Kildare County Council as follows.

- KCC Water Services Section
- KCC Roads and Transportation
- KCC Public Realm Team

All of the Sections had no objections to the proposed development subject to conditions.

## **6. PLANNING POLICY CONTEXT**

### **Leixlip Local Area Plan (2020-2023)**

The Local Area Plan sets out an overall strategy for the proper planning and sustainable development of Leixlip in the context of the Kildare County Development Plan 2017-2023. The Local Area Plan and overall vision are also underpinned by a number of interlinked strategic objectives including:

**Strategic Objective 5:** To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.

### **Kildare County Development Plan 2017-2023**

Within the Kildare County Development Plan 2017-2023, Chapter 16: Movement and Transportation, sets out clear policies for promoting walking and cycling.

Relevant policies include:

- 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.

## **EVALUATION OF PROPOSED DEVELOPMENT**

### **Principle of Development and Compliance with Local and National Policy**

This report and Appendices are prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended. This report seeks to evaluate whether the proposed development is consistent with proper planning and sustainable development.

The Part 8 report published with the proposal set out the rationale for the proposed development, including an overview of national, regional and local transport policy with which the proposal is consistent including:

- National Cycle Policy Framework
- Smarter Travel Policy
- NTA Cycle Network Plan (GDA) 2013
- Greater Dublin Area Transport Strategy 2022-2042
- Climate Action Plan 2021
- Regional Spatial and Economic Strategy 2019-2031
- Metropolitan Area Strategic Plan 2019

Section 6 of this report set out the objectives as per the Leixlip Local Area Plan 2020-2023 as applicable to the consideration of this proposed development. Further, the submission from the HSE highlights the positive nature of the development generally. It is considered that the proposed development of a cycle scheme on Green Lane is consistent with the policies and objectives of the Local Area Plan and accords generally with the proper planning and sustainable development of the area.

### **Visual Impact and Architectural Heritage**

The proposed development is within a modern suburban area of Leixlip Town. The new signage, cycle lanes and landscaping will alter the character and have a visual impact on the immediate areas along the route, but overall it is considered that these impacts will make a positive contribution to this suburban area.

### **Design and Landscaping**

A tree survey has been prepared by Northern Tree Services. 113 Trees were surveyed, 6 are recommended to be removed. Additional planting is proposed. A landscaping professional should be retained throughout the project and the requirements of the Parks section in terms of tree protection and replanting shall be adhered to.

### **Residential Amenity and Operating Hours**

The hours of operation of construction should be specified in the modifications.

### **Traffic and Transportation**

The transportation section has indicated that they support the development subject to detailed design. A general modification with details to be agreed with the transportation section prior to implementation will be included.

### **Flood Risk Assessment**

There is no information available to the planning department that indicates that the route is at risk of flooding or any record available of previous flood events. Surface water drainage design must be consistent with SUDs principles and this will be clarified by modification.

### **EIAR Screening**

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: "Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development" (published by the Department of Environment, Heritage and Local Government in 2003); "Environmental Impact - Assessment of Projects - Guidance on Screening" (published by the European Commission in 2017); "Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment" (published by the Department of Housing, Planning and Local Government in 2018); Kildare County Council, as the Competent Authority, determined that the proposed cycle scheme, individually, and in combination with other plans and projects, did not require an Environmental Impact Assessment.

### **Appropriate Assessment**

Having regard to Article 6(3) of the Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended), the guidance contained in the document entitled "Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities" (published by the Department of Environment, Heritage and Local Government in 2009) and following an examination of the objective information provided in the Appropriate Assessment Screening Statement prepared as part of the accompanying documents, Kildare County Council, as the Competent Authority, determined that the proposed development, individually or in combination with other plans and projects, does not have the potential to give rise to likely significant effects on European sites, their conservation objectives or integrity, and therefore did not require an Appropriate Assessment. Core consideration was the closest European Site, the Rye Water Valley/Carton SAC, Site Code 001398, approx. 480m northeast of the site.

Therefore a Stage 2: Appropriate Assessment will not be required to inform the project appraisal either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

### **Internal Sections**

It is noted that the Water Services, Public Realm and Roads Planning Sections have indicated no objections subject to conditions, these conditions will be included by way of modification.

### **Public Submissions**

All 5 submissions received from the public – both individuals and groups – have been reviewed and responded to in the Chief Executive's response report.

### **Construction Management – Noise, Vibration, Dust and Traffic**

The Contractor will be required to produce a Construction Management Plan prior to the construction stage which shall be subject to the approval of the roads and transportation section.

## **7. CONCLUSIONS**

It is considered that the proposal would be in accordance with the provisions of the Kildare County Development Plan 2017 –2023, and the Leixlip Local Area Plan 2020-2023, and would therefore be in accordance with the proper planning and sustainable development of the area.

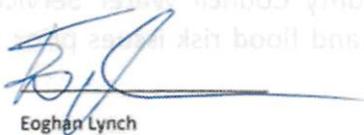
## **8. RECOMMENDATION**

It is recommended to the Mayor and Members of the Celbridge/Leixlip Municipal District that the proposed development be proceeded with, subject to the modifications set out below.

### Modifications

1. The proposed development to be carried out in accordance with the plans and particulars placed on public display on 22<sup>nd</sup> March 2022, except where altered or amended by the following modifications.
2. Details of streetname signage, proposals for retention or replacement of name stones and name plates shall be submitted to and agreed with the Leixlip Municipal District Office. The development shall be completed in accordance with the agreed details.
3. Irish Water Connections and Developer Services section at newconnections@water.ie shall be consulted prior to commencement of the proposed development regarding protection of Irish Water infrastructure within the site boundary during construction and the requirement for wayleaves.
4. New surface water drainage where provided as part of the proposed scheme shall comply with GDSDS, CIRIA SuDS Manual, Water Sensitive Urban Design Best Practice Interim Design Guidance and the surface water drainage policies. Where necessary, the applicant shall consult Kildare County Council Water Services Department on any surface water drainage, SuDS and flood risk issues prior to commencement of the proposed development.
5. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
6. A root management plan should be carried out to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads
7. A detail for cyclists joining the cycle tracks at their junctions with the existing infrastructure should be provided and agreed with the Public Realm and Kildare

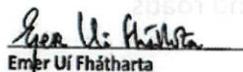
- Roads and Transportation Departments prior to the implementation of the project.
8. All design elements are completed in accordance with the relevant design standards and codes of practice.
  9. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.
  10. Kildare roads department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs.
  11. A qualified Arborist shall be retained as an Arboricultural consultant for the entire period of construction activity. The requirements for the Arboricultural consultant shall be agreed in writing with the Parks Department and details shall be recorded on the Part 8 file.
  12. A comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer) shall be completed to the written satisfaction of the Parks Section of Kildare County Council. The assessment shall be completed prior to the commencement of any works on site, unless otherwise agreed in writing by the Parks Section.
  13. In the interests of residential amenity, the hours of construction on the site will be restricted to Monday to Friday 07:00 to 18:00 and Saturday 08:00 to 14:00, or as agreed in writing in advance with the Planning Department. No construction activity shall be undertaken on Sundays and Bank Holidays.
  14. Final details regarding the requirements of the Council's Parks, Public Realm, Transportation, and Water Services Section shall be agreed with the relevant sections prior to the commencement of any on site development works, details shall be recorded on the Part 8 file.



Eoghan Lynch

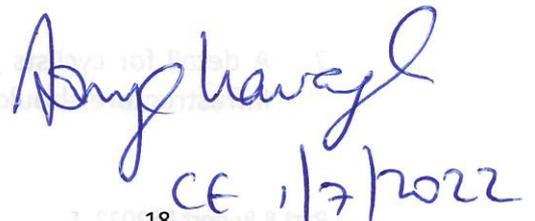
Senior Executive Planner

1<sup>st</sup> July 2022



Emer Uí Fhátharta  
Senior Planner

July 1<sup>st</sup> 2022



Amy Harvey  
CE 1/7/2022

**APPENDIX A**  
**PART 8 REPORT AND REPORT ON SUBMISSIONS RECEIVED**



**Comhairle Contae Chill Dara**  
**Kildare County Council**



## **Green Lane Cycle Scheme, Leixlip, Co Kildare.**

### **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

**May 2022**

## **Green Lane Cycle Scheme, Leixlip, 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 Scheme at Green Lane, Leixlip, 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 22<sup>nd</sup> March 2022 to 22<sup>nd</sup> April 2022. Submissions could be made on or before 17:00 on the 06<sup>th</sup> May 2022.

A Newspaper Notice was published in the Leinster Leader and The Nationalist on the 22<sup>nd</sup> March 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-proposed-cycle-scheme-green-lane-leixlip-planning-reference-p8202205>

and

[www.gov.ie/en/consultations/](http://www.gov.ie/en/consultations/)

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-proposed-cycle-scheme-green-lane-leixlip-planning-reference-p8202205>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 06<sup>th</sup> May 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 22<sup>nd</sup> March 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.	1 <sup>st</sup> March 2022	Pre-Part VIII consultation with Planning, Transportation, Housing, Public Realm, Environment and Water Services.
2.	4 <sup>th</sup> March 2022	Pre-Part VIII consultation with Fire Services, Parks, Traffic Management and Conservation.

### 2.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Cycle Scheme at Green Lane, Leixlip commenced on 22<sup>nd</sup> March 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.
<b>Elected Members</b>			
1.	Members of Clane - Maynooth Municipal District	No submission received.	
<b>Members of the Oireachtas</b>			
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.	
<b>Kildare County Council</b>			
<b>Planning Department</b>			
6.	Eoghan Ryan – DOS	No submission received.	
7.	Mairead Hunt – SEO  (Patricia Hyland – Public Realm)	Submission received with comments:  The Strategic Projects and Public Realm team have reviewed the drawings and particulars as part of the Part 8 consultation for the above noted development and have the following comments:  1. Realignment of side roads much improves crossing conditions for VRUs. To allow a shorter crossing distance at side roads, the kerb radius should be set tangential to the cycle track outside line as vehicles are turning into the vehicular lane and not the cycle track. This reduces the pedestrian crossing from about 15 metres to about 7.5 metres.  2. In order to reduce the distance that pedestrians need to cross the side road, the radius of the kerb at side road junctions must be correctly tangential to the vehicular carriageways (and not the footway kerb).  3. A pedestrian / cycle route exists along the eastern end of the old route of Green Lane. It should be noted that cyclists coming from Leixlip Main Street along Station	Noted. The details suggested will be considered during the Detailed Design stage of the Project.

	Name	Comment	Response.
		<p>Road will join the proposed cycle way at this location. It is requested that:</p> <ul style="list-style-type: none"> <li>• A detail for cyclists entering the westbound cycle track at its junction with pedestrian lane should be provided and control cyclists as they cross the pedestrians.</li> <li>• A detail should be provided for cyclists to join the cycle track from the laneway along the old route of Green Lane.</li> </ul>	
8.	Emer Ui Fhatharta – Senior Planner	No submission received.	
9.	Caroline O Donnell – A/Senior Planner	No submission received.	
10.	Elaine Donoghue – Executive Planner	No submission received.	
11.	Bridget Loughlin – Heritage Officer	No submission received.	
12.	Ruth Kidney – Architectural Conservation Officer	No submission received.	
<b>Housing Department</b>			
13.	Annette Aspell, Director of Services	No submission received.	
14.	David Creighton – A/Senior Architect	No submission received.	
15.	Alan Dunney – Senior Executive Officer	No submission received.	
<b>Roads, Transportation, Public Safety &amp; Development Control</b>			
16.	Evelyn Wright, Director of Services	No submission received.	
17.	David Reel, A/SE	No submission received.	

	Name	Comment	Response.
18.	John McGowan, SE	No submission received	
19.	Stephen Deegan, SE	No submission received.	
20.	Donal Hodgins, SE		
21.	Ronan Leanne - Municipal District Roads Engineer	No submission received.	
22.	Cyril Buggie – Municipal District Roads Engineer	No submission received.	
23.	George Willoughby, SEE	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>The Roads Planning Section of the Kildare County Council Roads, Transportation &amp; Public Safety Department has examined the Part 8 documents and drawings and has no objection to the proposed development of the Cycle Scheme at Green Lane, Leixlip, Co. Kildare Planning Reference P82022.05 subject to the following conditions and comments:</li> <li>All design elements are completed in accordance with the relevant design standards and codes of practice .</li> <li>All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.</li> <li>Kildare roads department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs.</li> </ul>	Noted. The details suggested will be considered during the Detailed Design stage of the Project.
	Pamela Pender, A/SEO	No submission received.	
	Kevin Dunne, SEE	No submission received.	
	John O'Neill, SEE	No submission received.	
	Jonathan Walsh,	No submission received.	

	Name	Comment	Response.
	Traffic Management		
<b>National Roads Office</b>			
	Marie Whelan, SE	No submission received.	
<b>Climate Action</b>			
	Breda Maher, Regional Executive CARO	No submission received.	
<b>Environment Department</b>			
	Colm Flynn, SEE	No submission received.	
	Chris Gavan, SE	No submission received.	
	Ken Kavanagh, SEO	No submission received.	
<b>Water Services Department</b>			
	Joe Boland, Director of Services	No submission received.	
	Ibrahim Bargouthi F, SE (David Hall, SEE)	<p>Submission received with comments:</p> <ol style="list-style-type: none"> <li>1. Irish Water Connections and Developer Services section at newconnections@water.ie shall be consulted prior to commencement of the proposed development regarding protection of IW infrastructure within the site boundary during construction and the requirement for wayleaves.</li> <li>2. New surface water drainage where provided as part of the proposed scheme shall comply with GDSDS, CIRIA SuDS Manual, Water Sensitive Urban Design Best Practice Interim Design Guidance and the surface water drainage policies and objectives contained in the relevant Leixlip LAP and CDP and including the following: <ol style="list-style-type: none"> <li>a. Impermeable surface areas shall be reduced to the maximum extent possible by providing pervious surfacing-permeable paving and green spaces-landscaped areas to the maximum extent possible.</li> <li>b. Remaining impermeable surfaces shall discharge to</li> </ol> </li> </ol>	<p>Noted. The details suggested will be considered during the Detailed Design stage of the Project.</p>

	Name	Comment	Response.
		<p>SuDS in the following hierarchical and structured manner.</p> <ul style="list-style-type: none"> <li>c. The adopted SuDS strategy shall prioritise Nature based (NB) SuDS including road runoff being discharged directly to roadside bioretention swales, rain gardens and tree trenches-smaller tree pits through gaps in the roadside kerbs.</li> <li>d. Attenuation storage where required shall be provided in NB SuDS such as bioretention areas or rain gardens.</li> <li>e. Where a clear and plausible rationale is provided for excluding NB SuDS, only then shall infiltration system SuDS which discharge runoff to ground be considered, such as unlined permeable paving, infiltration basins-blankets or trenches (including underdraining any roadside bioretention swales and which are narrow and linear and can be considered as standalone SuDS in their own right), soakaways and unlined, underground attenuation storage structures.</li> <li>f. Expert geotechnical and hydrogeological advice shall be retained when assessing the site infiltration potential. Suitably permeable subsoils and a favourable groundwater regime are required for infiltration SuDS.</li> <li>g. Where a clear and plausible rationale is provided for excluding Infiltration system SuDS, only then shall filtration system SuDS which discharge runoff to ground be considered, such as filter strips, filter drains (including underdraining any roadside bioretention swales where infiltration is not feasible and which are narrow and linear and can be considered as standalone SuDS in their own right) and lined permeable paving.</li> <li>h. Finally and only where the other SuDS have been ruled out shall detention system SuDS such as detention basins or lined, underground attenuation</li> </ul>	

	Name	Comment	Response.
		<p>storage structures be considered.</p> <ul style="list-style-type: none"> <li>i. The environmental effect of any surface water runoff on either groundwater bodies and watercourses including the river Rye and Liffey shall be considered.</li> <li>j. A multi-disciplinary team including engineers including geotechnical, landscape architects, ecologists, arboriculturalists and hydrogeologists shall be retained to formulate the SuDS strategy for the proposed development.</li> <li>k. A 30% climate change factor shall be applied to the drainage design.</li> </ul> <p>3. A flood risk assessment in accordance with the Flood Risk Management Guidelines for use in the Planning System and the flood risk management policies and objectives contained in the relevant Leixlip LAP and CDP shall be carried out.</p> <ul style="list-style-type: none"> <li>a. All flood risks including fluvial, pluvial, groundwater and residual flood risks shall be assessed and mitigated appropriately where necessary.</li> <li>b. The effects of future climate change on all flood risk types shall be addressed.</li> <li>c. The proposed development shall not be at risk of flooding and neither shall it create a new flood risk or increase an existing flood risk to adjacent properties or roads.</li> </ul> <p>4. Where necessary, the applicant shall consult WSD on any surface water drainage, SuDS and flood risk issues prior to commencement of the proposed development.</p>	
<b>Fire Services</b>			
	Celina Barrett, Chief Fire Officer	No submission received.	
<b>Health &amp; Safety</b>			

	Name	Comment	Response.
	Michael Hurley, Health and Safety Officer	No submission received.	
<b>Economic, Community and Cultural Development</b>			
	Marian Higgins, A/Director of Services	No submission received.	
	Paula O Brien, SEO	No submission received.	
	Christine O Grady, SEO	No submission received.	
	Simon Wallace, SE Parks Superintendent	No submission received.	
<b>IT Department</b>			
	Rory Hopkins, Head of IT	No submission received.	
<b>Prescribed Bodies &amp; Third Parties</b>			
	An Comhairle Ealaíon (The Arts Council)	No submission received.	
	National Monuments Service (Part of DCHG)	No submission received.	
	Eastern and Midland Regional Assembly	No submission received.	
	Office of Public Works	No submission received.	
	National Museum of Ireland	No submission received.	
	The Heritage Council	No submission received.	
	An Taisce	No submission received.	
	An Bord Pleanála	No submission received.	
	Failte Ireland	No submission received.	

	Name	Comment	Response.
	National Parks and Wildlife Service	No submission received.	
	BirdWatch Ireland	No submission received.	
	Environmental Protection Agency	No submission received.	
	Waterways Ireland	No submission received.	
	Transport Infrastructure Ireland (TII) - Environmental Unit	No submission received.	
	NTA	No submission received.	
	Bus Eireann	No submission received.	
	Ervia (includes GNI, IW, Aurora)	No submission received.	
	Irish Water	No submission received.	
	HSE National Office - Health and Wellbeing	<p>Submission received with comments:</p> <p>General Introduction</p> <ul style="list-style-type: none"> <li>This report only comments on Environmental Health impacts of the proposed development as outlined in this Part 8 application and the adequacy of the Part 8 application from the Environmental Health viewpoint. The Environmental Health Service has made observations and submissions on the following specific Environmental Health areas:</li> </ul> <ol style="list-style-type: none"> <li>Assessment of principle and description of the project</li> </ol> <ul style="list-style-type: none"> <li>The Part 8 application prepared on behalf of Kildare County Council has detailed the requirement for, and the benefits of, developing the proposed cycle track scheme. It refers to a number of national, regional and local policies and strategies which support and encourage the development of cycle ways.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>

	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>• The Part 8 planning report which accompanies the application provides a detailed description of the proposal to provide a cycle track scheme on Green Lane from Accommodation Road to Station Road in Leixlip. The extent of the work is described from pages 12-15 under the heading 'Description of the Proposed Scheme'.</li> <li>• Each aspect of the proposed cycle track scheme is detailed in the Part 8 planning report and includes plans, maps, photographs and cross sectional drawings.</li> <li>• The Environmental Health Service (EHS) notes the requirement for the development of a cycle track scheme and welcomes the proposed development which will have a positive impact on the physical and mental health of those who benefit from it. As stated page 4 of the Part 8 planning report the proposed project 'most closely aligns with National Policy Objective 28 [of 'Ireland 2040-Our Plan-National Planning Framework'] to ensure the integration of safe and convenient alternatives to the car into the design of our communities by integrating physical activity facilities for all ages, particularly prioritising walking and cycling accessibility to both existing and proposed future developments in all settlements'</li> <li>• In addition, the proposed cycle track scheme will contribute towards meeting the aims of the Healthy Ireland Framework 2013-2025. Being active has significant benefits for health and wellbeing. Actions 33, 34 and 36 of 'Get Ireland Active – The National Physical Activity Plan for Ireland' outline the requirement in the planning, development and design of towns and cities to 'promote cycling and walking with the aim of delivering a network of walking and cycling routes and footpaths'</li> </ul> <p>2. Assessment of later consents</p> <ul style="list-style-type: none"> <li>• From information provided in the Part 8 application relating to impacts on the environment, it is not</li> </ul>	

	Name	Comment	Response.
		<p>anticipated that any Later Consents will be required.</p> <p>3. Assessment of Public Consultation</p> <ul style="list-style-type: none"> <li>• Page 2 ‘Stakeholder Engagement’ of the Part 8 Planning Report states that ‘early engagement was carried out with the three schools, local businesses and landowners that would be affected by the works’. In addition submissions with respect to the proposed development have been invited by Kildare County Council.</li> <li>• It is recommended that a public consultation event is held where members of the public can view the cycle track scheme proposals, including drawings</li> <li>• The Environmental Health Service recommends that local residents receive regular updates on the progress of the construction of the cycle track by means of posters, articles in local newspapers and through appropriate social media channels.</li> <li>• In addition, it is recommended that a member of the contractor’s team has specific responsibility for keeping sensitive receptors informed about specific aspects of the work which may impact them and for dealing with complaints and queries from local residents, businesses and members of the public.</li> <li>• The Part 8 planning report provides a concise, clear summary of the proposed development.</li> </ul> <p>4. Assessment of Consideration of Alternatives</p> <ul style="list-style-type: none"> <li>• The Part 8 planning report indicates that ‘nine feasible potential options for the project’ were considered. The options are listed on Page 10 of the report and were assessed ‘using a robust and objective appraisal’ which was informed by Department of Transport’s Common Appraisal Framework.</li> <li>• Option 5 ‘Uni-directional cycle tracks on both sides of</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

	Name	Comment	Response.
		<p>Green Lane, 2m cycle tracks, 3m carriageway, 2m footway' was identified as the preferred option 'as it provides a high-quality cycle and pedestrian provision with an appropriate cross-sectional width which will not be compromised in constrained areas (leading to a potentially higher risk of conflict)'</p> <ul style="list-style-type: none"> <li>• The Environmental Health Service is satisfied that the Part 8 planning report outlines the requirement to undertake work to provide a cycle track scheme on Green Lane from Accommodation Road to Station Road and that the reasons for choosing the proposed option has been detailed in the Part 8 planning application report.</li> </ul> <p>5. Assessment of the Physical Environment</p> <ul style="list-style-type: none"> <li>• The 'Environment' headings on pages 9 and 13 of the Part 8 Planning Report indicate that there will be no potential significant impacts and effects on the local hydrogeological environment during either the construction or operational phase of the proposed development. The potable water supply will not be affected by either the construction or the operation of the proposed cycle track scheme. It is also stated that there is no historical flooding in the area.</li> <li>• It is recommended that the design of any additional drainage system as a result of the proposed cycle track scheme should incorporate the principle of Sustainable Urban Drainage System (SUDS) and that local and national guidance relating to surface water run-off rates will be complied with.</li> <li>• The existing air quality is classified as good and the area in which the proposed cycle track scheme will be undertaken 'is deemed to pose a low geotechnical risk'.</li> <li>• Construction Environmental Management Plan</li> <li>• The Environmental Health Service recommends that a Construction Environmental Management Plan (CEMP) is</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

	Name	Comment	Response.
		<p>prepared by the appointed contractor and submitted to Kildare County Council prior to the commencement of work on the Cycle Track Scheme.</p> <p>Details which should be included in the CEMP include:</p> <ul style="list-style-type: none"> <li>• A brief site description and outline of existing environmental conditions</li> <li>• Details of the scope of work to be carried out</li> <li>• Duration of construction works and proposed hours of operation</li> <li>• Outline of machinery to be utilised onsite</li> <li>• No. of construction workers</li> <li>• Provision of staff facilities – potable water supply, sanitary facilities, parking</li> <li>• Proposals for traffic management</li> <li>• Proposals for monitoring and reporting</li> <li>• Measures to address the impact of construction activity on any food businesses and any restriction on access to healthcare facilities during the construction phase should be specified in the CEMP. Particular consideration should be applied</li> </ul> <p>a) If there are proposed excavation and/or work involving public sewerage that has potential to increase rodent activity or displace existing rodent populations and what effect this might have on food business and food safety,</p> <p>b) Whether the construction activity will impact on deliveries to food premises and maintenance of the cold chain and whether waste collection frequency will be impacted,</p> <p>c) The impact of any increase in dust from construction and the maintenance of food safety,</p> <p>d) Any potential impacts from interruption of services, for example disruption in electrical or water supply to food businesses.</p> <ul style="list-style-type: none"> <li>• The CEMP should outline measures which will be taken</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

	Name	Comment	Response.
		<p>to protect the environment and to prevent nuisances occurring during construction works. The impact of dust, excessive noise and emissions to water should be considered and mitigation measures to address these impacts should be detailed in the CEMP.</p> <ul style="list-style-type: none"> <li>• Mitigation measures to address any hydrocarbon leakage/spillage potentially arising as a result of leakage or spillage from construction machinery and equipment should be included in the CEMP and should be adequate to protect groundwater.</li> <li>• As indicated, the Environmental Health Service recommends that the contractor should identify an employee with responsibility for giving 24 hour advance notification to sensitive receptors in advance of critical phases of the work and to deal with complaints and queries from residents and members of the public regarding issues arising during the construction works.</li> <li>• Any complaints should be logged and followed up in a prompt fashion. In the interest of being open and transparent all monitoring carried out and reports completed should be made available upon request.</li> <li>• Measures to reduce the impact of dust during the construction phase should be included in the CEMP. Mitigation measures to be implemented by the contractor to prevent significant dust emissions should include: <ul style="list-style-type: none"> <li>• Implementing a Construction Dust Management Plan</li> <li>• Regular cleaning of site roads</li> <li>• Sweeping of hard surface roads</li> <li>• Watering roads during dry/windy conditions</li> <li>• Restricting construction vehicle speeds</li> <li>• Covering vehicles transporting loose materials with tarpaulin and</li> <li>• Regular inspection and cleaning of public roads.</li> </ul> </li> <li>• It is recommended that the appointed contractor refers to the Code of Practice for Noise and Vibration Control on Construction and Open Sites (B.S 5228 2009 + A1 2014)</li> </ul>	<ul style="list-style-type: none"> <li>• A CEMP will be carried out by the Contractor before the construction stage of the project.</li> </ul>

	Name	Comment	Response.
		<p>to set construction noise limits for the Green Lane site during the construction phase of the cycle track scheme.</p> <ul style="list-style-type: none"> <li>• The nature of construction activities can lead to short term excessive noise exposure for populations and the Environmental Health Service therefore recommends that the hours of permitted construction activity is limited to</li> <li>• Monday to Friday      07:00 – 19:00</li> <li>• Saturday                      08:00 – 13:00</li> <li>• Sundays and Public Holidays – No work on site</li> <li>• Any work outside of these hours should be exceptional and only be at the explicit permission of the Planning Authority. Details of noise mitigation measures should be detailed in the Construction Noise Management Plan.</li> <li>• Construction workers should be made aware of the risks associated with rodents, especially rats, and should wear suitable PPE. They should also adopt good hygiene practices, such as covering open skin wounds and washing their hands on removing safety gloves and prior to eating.</li> </ul>	
	ESB Head Office	No submission received.	
	Health & Safety Authority	No submission received.	
	Road Safety Authority	No submission received.	
	Dept. of Housing, Local Government and Heritage	No submission received.	
	C�oras Iompair Eireann	No submission received.	
	Chief Fire Officer	No submission received.	
	Minister for Transport, Tourism and Sport	No submission received.	
	National Tourism	No submission received.	

	<b>Name</b>	<b>Comment</b>	<b>Response.</b>
	Development Authority		
	An Garda Síochána	No submission received.	
	Gáis Networks Ireland	No submission received.	
	Industrial Development Authority Ireland	No submission received.	
	Irish Wildlife Trust	No submission received.	
	Tree Council of Ireland	No submission received.	
	Eir Group HQ	No submission received.	
	Dept. of Education	No submission received.	
	Dept. of Environment, Climate and Communications	No submission received.	
	Dept. of Housing, Local Government and Heritage	No submission received.	
	Dept. of Rural and Community Development	No submission received.	
	Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media	No submission received.	
	Department of Transport	No submission received.	
	An Garda Síochána	No submission received.	
	Leixlip GAA	No submission received.	
	Scoil Bhríde	No submission received.	
	Scoil Eoin Phoil	No submission received.	

	<b>Name</b>	<b>Comment</b>	<b>Response.</b>
	Scoil Mhuire	No submission received.	
	Paddy Power	No submission received.	
	Donal Griffan	No submission received.	

## 2.3 3<sup>rd</sup> Party Submissions / Observations

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

**Table 3: 3<sup>rd</sup> Party Submissions**

No.	Name	Comment	Response.
<b>3<sup>rd</sup> Party</b>			
1.	Cale Lawlor, Department of Public Health East, CHO7 Dr Steevens Hospital, Dublin 8	<ul style="list-style-type: none"> <li>The plan does not seem to state that the cycling infrastructure would be physically protected. From a public safety point of view, we would recommend this be considered</li> <li>The plan mentions that a number of hedgerows and trees will be felled. We would encourage the plan to outline how this aims to be replaced or offset, ideally with the vision to have a net neutral, or positive, effect on the amount of accessible green space in the area.</li> <li>We support the traffic calming points of this plan, however, we would encourage consideration of a mandated reduced speed limit to decrease road danger.</li> <li>An environmental health impact assessment was not carried out, as per local protocol. It would be worth making sure this process is future-proofed in case of future legal challenges</li> <li>We note that the Louisa Bridge Train Station is nearby. We would encourage that the plan consider, or state, how this infrastructure will be connected to Louisa Bridge so that this active</li> </ul>	<ul style="list-style-type: none"> <li>In general, the cycle track will be physically (vertically) separated from the carriageway and footpath. A shared facility is located at the schools to accommodate the high number of vulnerable road users at the opening/closing times of the school day.</li> <li>10 trees will be removed, 4 of which are due to their poor condition and decay. Trees will be replanted to result in a net neutral effect. Green space will not be adversely affected and may become more accessible due to the cycle track provision.</li> <li>It is expected that vehicle speeds will be reduced as a result of narrowing the carriageway, with raised table crossings on side roads and the introduction of a signalised crossing point at the schools</li> <li>This will be considered during the detailed design stage.</li> <li>This link is outside the scope of this Project but is included in the Greater Dublin Area Cycle Network Plan for future consideration.</li> </ul>

No.	Name	Comment	Response.
		<p>transport infrastructure can be used easily by commuters in conjunction with the public transport available at Louisa Bridge.</p> <ul style="list-style-type: none"> <li>• The Department of Public Health is very supportive of this plan</li> <li>• We believe this is a very worthwhile plan which will have positive impact on population health and help to reduce multiple environmental exposures for users and residents.</li> <li>• We believe that the positive effects will start immediate, and last lifelong.</li> <li>• We would like to see small considerations for other realms of public health impact, such as green space and integrated mobility.</li> </ul>	<ul style="list-style-type: none"> <li>• This Project aims to provide improved access to the existing green spaces on Green Lane including the wildflower meadow and community seating at the junction with Station Road.</li> </ul>
2.	Leixlip Castletown Residents Association	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• At our recent AGM parents expressed anxiety about the safety at this junction. It has been a very busy crossing for many years and eventually a school traffic warden operated there. Recently a decision was made to remove the warden as was deemed to be unsafe for her to operate. There must be an official report on this??</li> <li>• So parents /minders with children and unaccompanied children still use this crossing. How is the scheme ensuring that a calmer and safer environment will result there? There should be a report made to evaluate this junction to include survey at busy school times.</li> </ul>	<ul style="list-style-type: none"> <li>• The issues relating to the removal of the traffic warden are outside the scope of this Project. However, safety improvements are included at this junction as part of the scheme.</li> <li>• With regard to the provision of a calmer and safer environment, the following measures are being proposed: <ul style="list-style-type: none"> <li>- Narrowing of carriageway widths both on Castletown and Green Lane, resulting in wider footpath space;</li> <li>- Provision of tighter turning radii to facilitate slower turning movements;</li> <li>- Realignment of junction to improve vehicular visibility at junction; and</li> <li>- Provision of raised table at crossing to reduce traffic speeds.</li> </ul> </li> </ul>

No.	Name	Comment	Response.
3.	Brian Mc Ardle	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• I fully support this scheme, particularly the introduction of lessened radii and raised table crossings.</li> <li>• Castletown - Given the recent removal of the school warden from the Castletown junction, it would seem prudent to use this opportunity to install a zebra or pedestrian crossing at the junction.</li> <li>• Carpark at shops - I don't think the carpark at the shops is being treated correctly. Compared with the carpark opposite the schools, there is no raised table crossing indicated here, and the potential for conflict between left-turning drivers and cyclists on the track is the same as any other junction. Pedestrians lose priority at access to a carpark. This is not in line with the road users hierarchy, and a raised table crossing should be installed here.</li> <li>• The carpark at the shops shows the installation of only five Sheffield stands. These are a small block of shops of cafe, pharmacy, barbers, etc., intended for use by local residents. Active travel should be facilitated to a far greater extent here to encourage people to decarbonise their short local journeys, especially as the car park never even reaches capacity as per the Part 8 Planning Report. Extra Sheffield stands, including ones for cargo bikes or modified bikes should be added. Consideration should be given to taking away spaces outside the cafe to allow for outdoor dining in a parklet.</li> <li>• Shared surface at schools - While I understand the</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• The issues relating to the removal of the traffic warden is outside the scope of this Project. However, safety improvements are included at this junction as part of the scheme. (see response above for Number 2)</li> <li>• Noted, this will be considered at detail design stage taking into account the drainage and cross section requirements.</li> <li>• Noted, this will be considered at detail design stage</li> <li>• The shared surface is considered a site specific best</li> </ul>

No.	Name	Comment	Response.
		<p>shared surface outside the schools was the result of consultation with the schools themselves, does it represent best practice? Will the shared surface buffer be tactile, so that pedestrians will be aware they are encroaching on a cycle track?</p> <ul style="list-style-type: none"> <li>• The extension of the tactile surface of the pedestrian crossing into the cycle track is not good practice, as it will encourage school children and those with visual disabilities to stand and wait on the cycle track. It will also be unclear whether the cycle track on the schools side is subject to the traffic lights, creating conflict between cyclists and pedestrians. The track here should be clearly separated from the crossing point.</li> <li>• Is there any consideration given in this scheme to providing a 'school street' zone outside the schools in future? e.g. an easy cut-off point or turn-around for drop-offs?</li> <li>• Bus stops - The bus stops have not yet any detail, but should use bus stop bypasses where possible to prevent children having to react to large double-decker busses pulling in across the cycle lane.</li> <li>• Expansion to rest of Green Lane - What is the timeline to bring the rest of Green Lane up to standard? It is likely that many children attending the schools and GAA club in the short to medium future will be coming from the new estates of Beechpark, Westfield and Leixlip Gate at the westernmost end of Green Lane. In addition to the distance involved in getting out of the estate (nearly a kilometre from the back of Beechpark), it is at least a further 1.5km to the schools. This could be</li> </ul>	<p>solution to deal with the conflict between students entering and leaving the schools and any other user at those times.</p> <ul style="list-style-type: none"> <li>• There will be a clear delineation between cycle track and footpath</li> <li>• Noted, this will be considered at detail design stage taking into consideration the findings of the relevant Road Safety Audit Reports.</li> <li>• The suggestion to implement a school zone is outside the remit of this Project but the issue will be discussed with the NTA and An Taisce's Green School representatives.</li> <li>• Noted.</li> <li>• This area is outside the scope of this Project but the Sustainable Transport Section will discuss with the NTA further Active Travel improvement schemes in the area</li> </ul>

No.	Name	Comment	Response.
		<p>a thirty minute walk for children, or less than ten minutes' cycle.</p> <ul style="list-style-type: none"> <li>• However, the lack of safe cycling facilities at the junctions on the western half of Green Lane is an impediment to allowing children to cycle safely and independently. Wide turning radii, no raised table crossings and insufficient dishing will keep children trapped in car dependency. The entrance to Glen Easton by the Spar is a particularly difficult road to cross.</li> <li>• Lack of cycling bodies on circulation list - Separately, I am concerned that there is no cycling body on the circulation list, not even the KCC Cycling Officer or the Kildare Cycling Forum. Why is neither Cyclist.ie or Cycling Ireland included in the prescribed bodies?</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted. The list of statutory bodies to be consulted with is determined in legislation. All interested stakeholders are welcome to submit proposals in accordance with the established Public Consultation Processes.</li> </ul>
4.	Maynooth Cycling Campaign	<p>General</p> <ul style="list-style-type: none"> <li>• 1. The Climate Action Plan 2021 (CAP) and recently published Sustainable Mobility Plan recognises that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House emissions. CAP sets a target for 500,000 additional daily active travel and public transport journeys. However there is no estimate of what contribution to the reduction in carbon emissions the scheme will achieve or even existing travel patterns to the three schools.</li> <li>• 2. The detailed design should be take into account revisions to the National Cycle Manual and not just the existing version which is outdated.</li> </ul>	<ul style="list-style-type: none"> <li>• This is outside the scope of this Project.</li> <li>• The design is in line with the NCM and has been agreed with the Funding Agency, the National Transport Authority.</li> </ul>

No.	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>• 3. The cycle track should have a 100mm wide white line marking a buffer between the cycle track and kerb.</li> <li>• 4. Omission of the centre line marking on both roads would be more effective in reducing traffic speed than ramps where drivers brake and then speed up again.</li> </ul> <p>Cross-section</p> <ul style="list-style-type: none"> <li>• 5. The report claims that the cycle scheme is “high quality” but this is objectively untrue as quality is predominantly dependent on width. The cross-sections generally shows 2m wide cycle tracks and 2m wide footpath. The desired standard width of cycle track internationally including Ireland is 2m but the width shown is a sleight of hand as the 2m should be effective width not constructed width. As proposed with an effective width of 1.5m, the level of service at best would be category “B” which is the third category of five – hardly high quality. With a kerb on the right hand side of the cycle track, a high quality cycle facility should have a buffer of 0.5m each side in accordance with the National Cycle Manual although a reduction to 0.3m would be achievable in most of Green Lane. The absence of a buffer means that road signage and traffic signals would be located in the middle of the cycle track.</li> <li>• 6. The Green Lane corridor is relatively wide and although there are a significant number of trees, there is sufficient width to provide a high quality cycle and walking facility. In the past there was inadequate funding to provide high quality</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. Road markings will be finalised at Detailed Design.</li> <li>• Noted. Road markings will be finalised at Detailed Design.</li> <li>• As per the NCM the Quality of Service is based on a number of criteria of which width is just one. The design for the scheme seeks a desirable minimum width of 2.0m for a one-way cycle track. Road signage, traffic signals or street furniture will not be located on the cycle track.</li> <li>• Noted.</li> </ul>

No.	Name	Comment	Response.
		<p>infrastructure but with the government now allocating 10% of transport investment to cycling, this is no longer the case.</p> <ul style="list-style-type: none"> <li>• 7. It is noted that the existing Green Lane is generally 7.3m in width which is excessively wide and which will encourage drivers to speed, notwithstanding the presence of ramps/raised junctions. We strongly support the proposal to reduce the width to 6m and the additional space allocated to bring the effective width of cycle track up to a standard effective width of 2m and an adjoining buffer of 300mm, giving an overall width of 14.6m.</li> <li>• 8. There is a pinch point adjacent to the first junction with Castletown but it is limited in extent.</li> </ul> <p>Major Junctions</p> <ul style="list-style-type: none"> <li>• 9. Green Lane and <ul style="list-style-type: none"> <li>• Accommodation Road</li> <li>• Castletown Housing Estate</li> <li>• Oaklawn 1</li> <li>• Oaklawn 2</li> </ul> </li> <li>• The Annual Average Daily Traffic (AADT) for Green Lane indicates traffic levels of c5,800 to c9,500 vehicles per day. Under the EU Environmental Noise Directive, this level of traffic is more than twice the threshold for a “major” European road. Although there are a number of crossings mid-block predominantly for pedestrians, there is no assistance for cyclists wanting to turn right at</li> </ul>	<ul style="list-style-type: none"> <li>• The design for the scheme seeks a width of 6m for the carriageway and a desirable minimum width of 2.0m for a one-way cycle track. Road signage, traffic signals or street furniture will not be located on the cycle track.</li> <li>• Noted.</li> <li>• Any additional measures, such as dropped kerbs, that would assist cyclists using and leaving the proposed cycletrack at junctions will be considered as part of the detailed design stage of the Project.</li> </ul>

No.	Name	Comment	Response.
		<p>junctions. This is a major omission as this route serves three primary schools and the proposals ignores the government's promotion of Safe Routes to School.</p> <ul style="list-style-type: none"> <li>• Accommodation Road is a major junction by virtue of it being a bus route. However, as traffic flow on part of it is limited to one direction, it should be design as a minor junctions with entrance kerbs and footpath and cycle track carried across it as described below.</li> <li>• 10. The report describes the facility as segregated. However, it is on road at the major junctions without any hard segregation. Where the cycle track crosses the Castletown road and the two roads into the Oakland estate, consideration should be given to a bend-in road crossing to avoid potential conflict of drivers and cyclists.</li> </ul> <p>Minor Junctions</p> <ul style="list-style-type: none"> <li>• 11. Green Lane and               <ol style="list-style-type: none"> <li>(1) Cedar Park</li> <li>(2) Entrance to car parking opposite the school</li> <li>(3) Entrance to the shops opp Leixlip GAA</li> <li>(4) Private entrance to Leixlip GAA</li> <li>(5) Private entrance to schools</li> </ol> </li> <li>• At minor junctions on Green Lane, the cycle facilities are generally at road level ie at the level of the major road. This is not best practice and should have               <ol style="list-style-type: none"> <li>(a) "entrance kerbs" (inritbanden in Dutch or Zip kerbs) along the main road,</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• The raised cycle track continues across the Accommodation Road junction.</li> <li>• The cycle track is raised across junctions. The cycle track has not been set back so as to retain the crossing on the desire line.</li> <li>• The cycle lanes are raised across junctions.</li> <li>• (a) Noted. Entrance kerbs will be considered as part of the overall kerbing design at Detailed Design stage.</li> </ul>

No.	Name	Comment	Response.
		<p>(b) the turning radii kerbs on footpaths should be omitted and the footpath carried through to clearly show that pedestrian and cyclists on Green Lane have priority over traffic on minor roads.</p> <ul style="list-style-type: none"> <li>• (c) The cycle track should be raised to the level of the footpath at the junction.</li> <li>• (d) Drivers may access the entrance/minor road by crossing the footpath with an entrance kerb to slow turning traffic.</li> <li>• The Cedar Park junction with the Green Lane is some 17m wide. It should be radically reduced in width in the interests of road safety.</li> </ul> <p>Shared Path at Schools</p> <ul style="list-style-type: none"> <li>• 12. Retention of the existing 5m wide shared path in front of the schools is a poor decision and will deter cycling at schools' opening and closing times. It will repeat the design mistakes at Moyglare Road Maynooth where cyclists cycle on the road as the shared path is crowded with pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• (b) Cycle tracks are raised across junctions. The footpath is not raised across to allow for the visually impaired to recognise it as a crossing point. The crossing is raised rather than providing dropped kerbs to reduce traffic speeds and improve safety.</li> <li>• (c) Noted and will be considered at Detailed Design stage in conjunction with kerb arrangements.</li> <li>• (d) Traffic will already be crossing a raised table, thus slowing traffic speeds at the entrance to minor arm junctions.</li> <li>• The width of the Cedar Park crossing has been significantly reduced with smaller turning radii.</li> <li>• A shared use facility was developed in consultation with the schools to accommodate the high number of users at the start and end of the school day and to reduce the potential for conflict between cyclists and pedestrians during these periods.</li> </ul>
5.	Cllr. Nuala Killeen	<p>Submission received with comments:</p> <p><b>Observations</b></p> <ul style="list-style-type: none"> <li>• Supportive of the measure to implement permanent cycle routes to encourage children to cycle to school. Project has been mooted for 7 or 8 years now so it is a positive step to see it progress to part 8. Supply of cycle lanes should be matched with Bike sheds and education in cycling repair and safety of bicycles to benefit the school going children.</li> </ul>	<ul style="list-style-type: none"> <li>• This is outside the scope of this Project, however, there are separate Active Travel Schemes which incorporate the provision of cycle parking for schools and sport clubs.</li> </ul>

No.	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>• The new bike lanes should be protected bike lanes with rubber curb stops. Curb stops are vertical on the car side and gently sloped on the bike side so hitting them on your bike isn't catastrophic but driving over them is hard. Also, you can rest your feet on them at stops / lights or if the cyclist needs to stop/</li> <li>• Could consider adding concrete plant barriers. The removal of too many lovely trees would make the avenue look too urban and diminish the beauty of the space. Consider maintaining as much greenery as possible whilst allowing for safe cycle routes.</li> <li>• Consider narrowing the intersections to slow down the traffic. Try not to install so many poles that makes the avenue look unsightly and adding curbs can assist in maintaining the view.</li> </ul> <p><b>Recommendation</b></p> <ul style="list-style-type: none"> <li>• Consider making the area from the Castletown Junction to the Garda Station / Ryevale Lawns a School Street Zone. The stopping of traffic for 30 minutes each day on this straight would improve the safety of all children going to school and makes sense for the community. There are three Schools there which will always have a large number of families attending from a number of routes in Leixlip.</li> </ul>	<ul style="list-style-type: none"> <li>• The cycletrack is segregated vertically by 125mm from the main carriageway.</li> <li>• Noted. The Project includes a Tree Survey and consultation with the Council's Parks Department and the Heritage Officer. At the Detailed Design phase of the project, a landscaping plan will be developed.</li> <li>• The traffic lane cross-section throughout the project area has been reduced. Kerb radii have also been reduced at numerous locations throughout the project area. At the Detailed Design stage of the project, a comprehensive utilities design will be carried out as well as a disability users audit which will examine the suitable reduction/removal of street furniture</li> <li>• The suggestion to implement a school zone is outside the remit of this Project but the issue will be discussed with the NTA and An Taisce's Green School representatives. There are a number of provisions to enhance safety in the area as follows: <ul style="list-style-type: none"> <li>- The widening of the footways / narrowing of traffic lanes / provision of shared surface with greater pedestrian capacity;</li> <li>- Removal of parking on Green Lane at school drop-off and pick-up times which will increase visibility and reduce conflict;</li> <li>- The majority of accesses to Green Lane from side roads are now raised tables; and</li> </ul> </li> </ul>

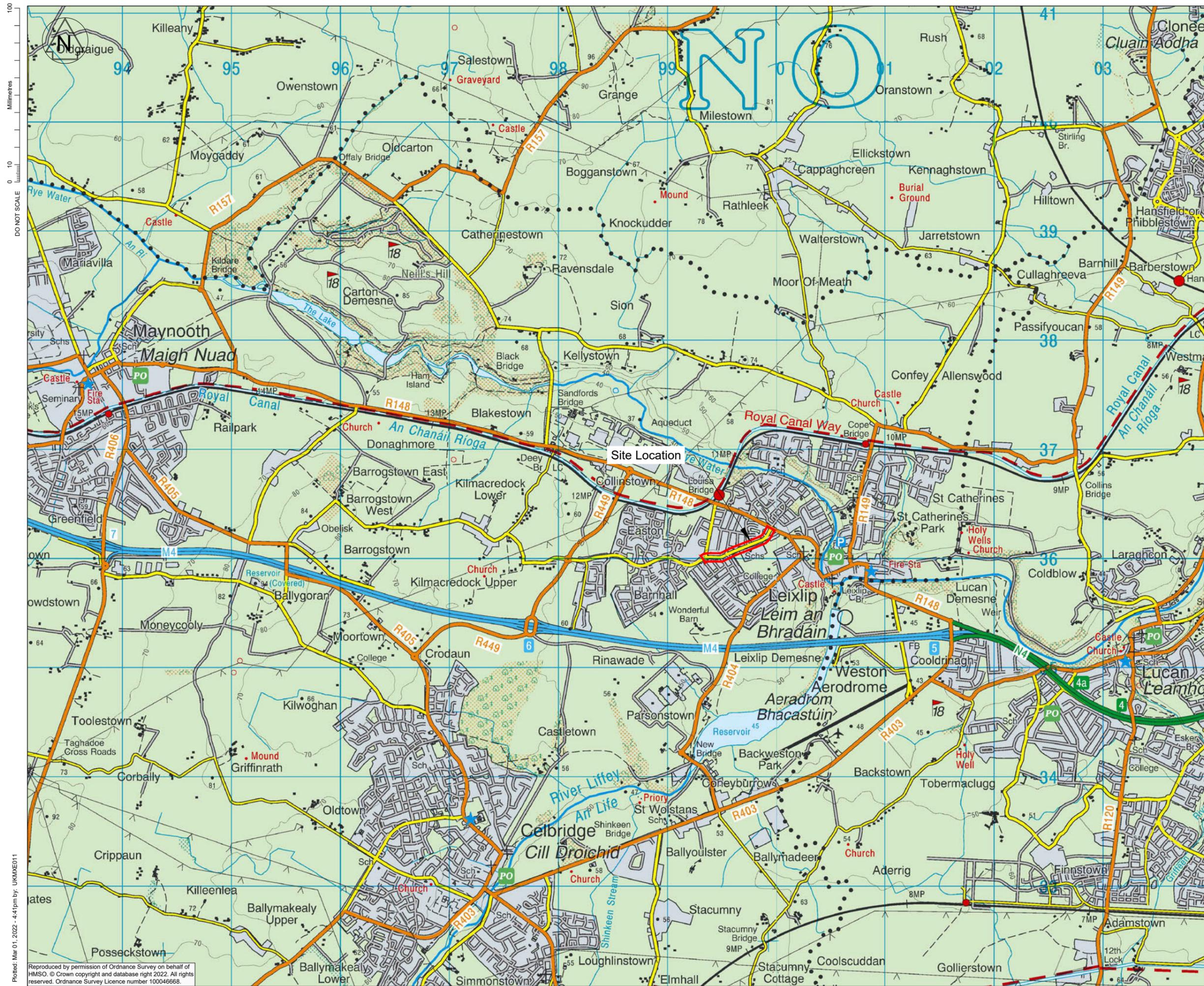
No.	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>• Attention needs to be given to the safety of children from the roundabout at Westfield all the way to Old Hill and the Celbridge Road. Hopefully this project is one part of an overall safety assessment and improvement.</li> <li>• Install Zebra crossings at the entrance to the housing estates / shops / main roads. If the junction is too unsafe for the wardens, it can't be expected that children traverse this on a daily basis. Can install zebra crossings easily and if painted in welcoming colours, can assist all age groups cross safely. Continuous walkways on narrowed intersections can indicate the priority of pedestrians.</li> <li>• A speedbump before a busy pedestrian intersection that slows the cars down (-10 mph max) Consider cold in situ recycling of pavements and road surfacing A resident observed the only comment I have is that the on-site signs, A4 is size, are too small to read.</li> <li>• Consider cold in situ recycling of pavements and mad surfacing</li> </ul>	<ul style="list-style-type: none"> <li>- The signalised crossing at Leixlip GAA Club has been improved and a toucan crossing will be built outside the schools.</li> <li>• This area is outside the scope of this Project but the Sustainable Transport Section will discuss with the NTA further Active Travel improvement schemes in the area.</li> <li>• The Council's technical specification for signalised crossings sets out that these should be located away from side roads and accesses to avoid conflicts between vehicles and pedestrians.</li> <li>• Raised tables and ramped crossings have been provided where appropriate at traffic / pedestrian interfaces to slow traffic down.</li> <li>• This will be considered as part of a Construction Environmental Management Plan which will be prepared in advance of Construction.</li> </ul>

### **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**



Information contained in this drawing is indicative only. Details to be confirmed during site survey.

100  
Millimetres  
0 10  
DO NOT SCALE

A	M.E.	D.K.	C.B.	01/03/2022
Part 8 Planning Issue				
Rev	Drawn / Des	Checked	Approved	Date
Description				
PART 8 PLANNING ISSUE				Subsidiarity
				S0



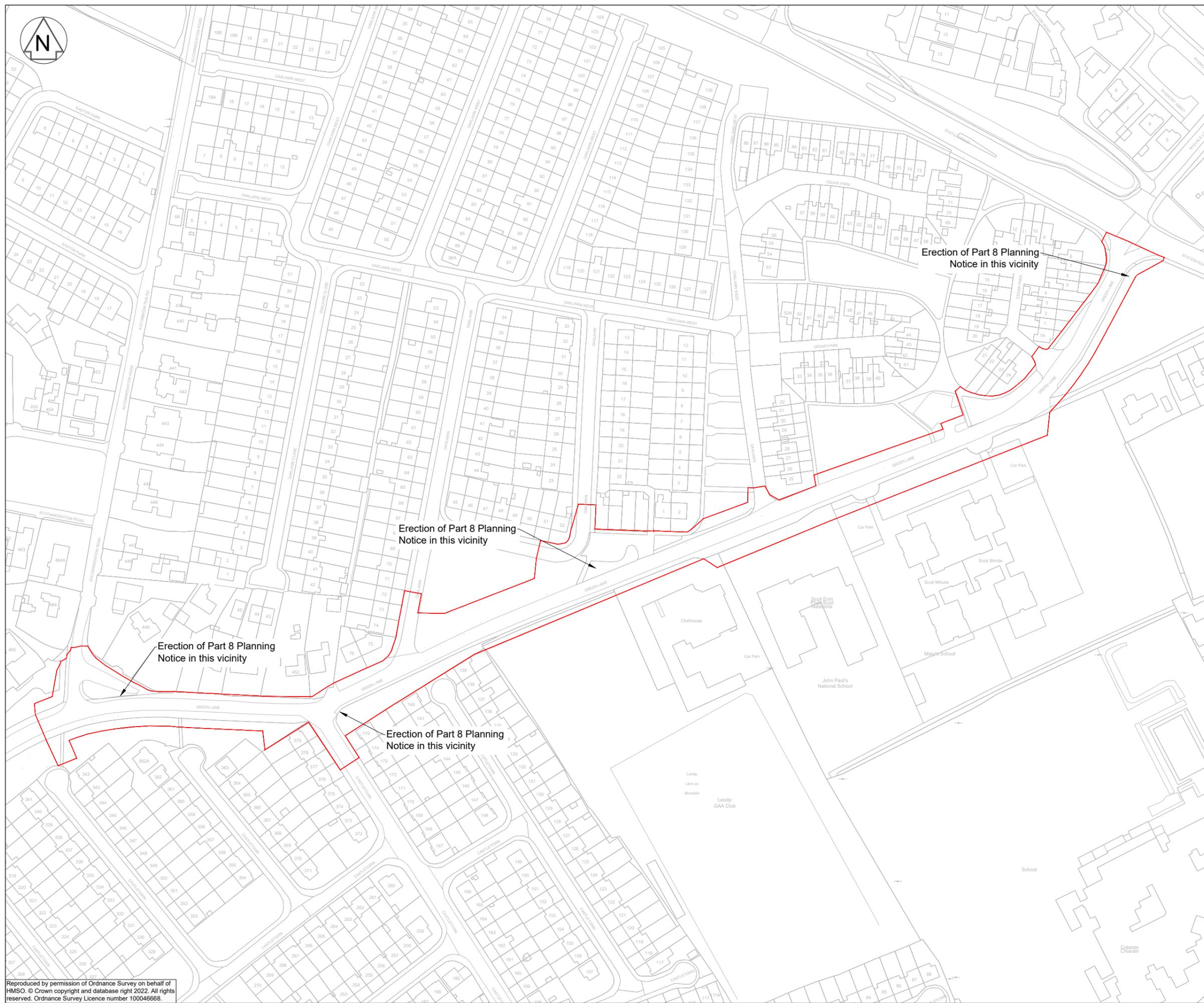
Drawing Title  
P82022.05 Green Lane Cycle Track Scheme, Leixlip  
Site Location Plan

Scale	1 : 25,000	Designed / Drawn	M.E.	Checked	D.K.	Approved	D.K.	Authorised	C.B.
Original Size	A1	Date	01/03/2022	Date	01/03/2022	Date	01/03/2022	Date	01/03/2022
Drawing Number	4000085-WSP-DG-HW-0021	Project		Originator		Volume		Revision	A
Location	Type	Role	Number						

Plotted: Mar 01, 2022 - 4:41pm by: UKMKE011

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100  
Millimetres  
0 10  
DO NOT SCALE



Information contained in this drawing is indicative only. Details to be confirmed during site survey.

**LEGEND:**  
 Part 8 Boundary

J.F.	M.E.	D.K.	C.B.	03/03/2022
Part 8 Planning Issue				
Rev	Drawn / Des	Checked	Approved	Date
Description				
PART 8 PLANNING ISSUE				Subsidiarity S0



Drawing Title  
**P82022.05 Green Lane Cycle Track Scheme, Leixlip Part 8 Boundary**

Scale 1 : 1000	Designed / Drawn J.F.	Checked M.E.	Approved D.K.	Authorised C.B.
Original Size A1	Date 03/03/2022	Date 03/03/2022	Date 03/03/2022	Date 03/03/2022
Drawing Number Project	Originator	Volume	Revision	
4000085-WSP-DG-HW-0019			L01	
Location	Type	Role	Number	

Plotted: Mar 03, 2022 - 9:10am by: UKMKE011

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## **APPENDIX B CIRCULATION LIST**



# Comhairle Contae Chill Dara Kildare County Council

## **Proposed Cycle Scheme at Green Lane, Leixlip**

### **Planning Ref. P82022.05**

### **Part 8 Development - Circulation List**

#### **Elected members:**

Members of Celbridge-Leixlip Municipal District

#### **Members of the Oireachtas**

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Vincent P. Martin TD

#### **Kildare County Council**

##### **Planning Department**

Eoghan Ryan – DOS

Mairead Hunt - SEO

Emer Ui Fhatharta – Senior Planner

Caroline O'Donnell – A/Senior Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer ([conservationofficer@kildarecoco.ie](mailto:conservationofficer@kildarecoco.ie))

##### **Housing Department**

Annette Aspell – DOS

Siobhan Scully – A/SEO

David Creighton – A/Senior Architect

Alan Dunney – Senior Executive Officer

## **Roads, Transportation, Public Safety & Development Control**

Evelyn Wright, Director of Services

David Reel, SEE

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

## **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**

The Arts Council

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

Failte Ireland

National Parks and Wildlife Service

BirdWatch Ireland

Environmental Protection Agency

Waterways Ireland

Transport Infrastructure Ireland (TII) - Environmental Unit

NTA

Bus Eireann

Ervia (includes GNI, IW, Aurora)

Irish Water

HSE National Office - Health and Wellbeing

ESB Head Office

Health & Safety Authority

Road Safety Authority

Dept. of Housing, Local Government and Heritage

Córas Iompair Éireann

Chief Fire Officer

Minister for Transport, Tourism and Sport

National Tourism Development Authority

An Garda Síochána

Gáis Networks Ireland

Industrial Development Authority Ireland

Irish Wildlife Trust

Tree Council of Ireland

Eir Group HQ

Dept. of Education

Dept. of Environment, Climate and Communications

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

An Garda Síochána

Leixlip GAA

Scoil Bhríde

Scoil Eoin Phoil

Scoil Mhuire

Paddy Power

Donal Griffan

## **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):

Transportation (Active Travel)

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

Kevin Dunne

Email:

Contact No.:

3. SITE LOCATION:

Green lane Leixlip Kildare

4. LEGAL INTEREST IN LAND/STRUCTURE:

KCC Owner

5. SITE AREA (IN HECTARES):

1.788 Ha (700m in length)

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

Provision of 2m protected cycle track  
and 2m footway on both sides of Green lane

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)

1/3/22 (List of attendance attached)

[Also 4/3/22 10:30-11:00 Carmel O'Grady, Jonathan Walsh, Cathac dB  
Kevin Dunne, Derek McCormack, Chanel Ryan

10. PUBLIC DISPLAY PERIOD:

INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

22<sup>nd</sup> March to 22<sup>nd</sup> April

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: 22nd March 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.

### Consultation Meeting Attendance List

Total Number of Participants 22

#### Meeting Title

Meeting Start Time 3/1/2022, 11:57:44 AM

Meeting End Time 3/1/2022, 4:36:03 PM

Meeting Id 9508082b-dd98-4be7-b65e-dab3238b64ec

Full Name	Join Time	Leave Time	Duration	Email	Role	Participant ID (UPN)
Niall Sheehan	3/1/2022, 11:57:44 AM	3/1/2022, 4:36:03 PM	4h 38m			
James Doyle	3/1/2022, 11:58:25 AM	3/1/2022, 12:16:39 PM	18m 13s			
Carthac de Bri	3/1/2022, 11:58:52 AM	3/1/2022, 12:16:48 PM	17m 56s			
Patrick Henderson	3/1/2022, 11:58:52 AM	3/1/2022, 12:16:43 PM	17m 50s			
Donal Hodgins	3/1/2022, 11:59:16 AM	3/1/2022, 12:16:44 PM	17m 28s			
Kevin Dunne	3/1/2022, 11:59:19 AM	3/1/2022, 12:16:44 PM	17m 25s			
Cora Dempsey	3/1/2022, 11:59:34 AM	3/1/2022, 12:16:49 PM	17m 15s			
John O'Neill	3/1/2022, 11:59:56 AM	3/1/2022, 12:16:47 PM	16m 50s			
Derek M. McCormack	3/1/2022, 12:00:06 PM	3/1/2022, 12:16:47 PM	16m 40s			
Andrew O'Mullane	3/1/2022, 12:00:21 PM	3/1/2022, 12:16:45 PM	16m 24s			
David Ledwith	3/1/2022, 12:00:22 PM	3/1/2022, 12:16:45 PM	16m 22s			
George Willoughby	3/1/2022, 12:01:01 PM	3/1/2022, 12:19:38 PM	18m 36s			
Eoghan GT. Lynch	3/1/2022, 12:01:07 PM	3/1/2022, 12:16:45 PM	15m 38s			
John Connor	3/1/2022, 12:01:29 PM	3/1/2022, 12:16:44 PM	15m 14s			
Sharon O'Gara	3/1/2022, 12:01:33 PM	3/1/2022, 12:17:14 PM	15m 40s			
Earnan McGee	3/1/2022, 12:02:06 PM	3/1/2022, 12:16:23 PM	14m 16s			
Paula O'Brien	3/1/2022, 12:02:09 PM	3/1/2022, 12:16:46 PM	14m 37s			
Ronan Linnane	3/1/2022, 12:02:11 PM	3/1/2022, 12:16:43 PM	14m 32s			
Andrew Hickey	3/1/2022, 12:02:29 PM	3/1/2022, 12:16:43 PM	14m 13s			
Cyril Buggie	3/1/2022, 12:03:17 PM	3/1/2022, 12:16:50 PM	13m 33s			
Cilodhna Scanlon	3/1/2022, 12:03:43 PM	3/1/2022, 12:17:16 PM	13m 33s			
Mark Flanagan	3/1/2022, 12:08:59 PM	3/1/2022, 12:16:47 PM	7m 47s			

## **APPENDIX D**

### **DEPARTMENT AND STATUTORY BODY RESPONSES**



*Department of Public Health  
Health Service Executive  
Dr Steevens' Hospital  
Dublin 8  
D08 W2A8*

**13/04/2022**

## Department of Public Health Response to Consultation

Consultation: Proposed Cycle Scheme at Green Lane, Leixlip - Planning Reference P82022.05

Relevant authority: Kildare County Council

Date finalised: 13/04/2022

### Authors:

Dr Cale Lawlor, Senior Medical Officer – Department of Public Health, CHO7

Dr Ruth McDermott, Specialist of Public Health Medicine – Department of Public Health, CHO7

### Introduction

Cycling and Active Transport is a key intervention that Public Health supports for mobility and health. The international evidence around cycling and active transport is supportive of cycling as a health intervention to promote:

- Physical activity and health<sup>1</sup>
- Heart and lung health<sup>1</sup>
- Mental health<sup>2</sup>

There are a diverse range of social and community health effects also, such as:

- Reduced air and noise pollution both through mode switching, and through decreasing congestion<sup>3</sup>
- Accessibility of transport for a diverse population
- Increased social cohesion and interaction<sup>4</sup>
- Accessibility to businesses and commercial enterprises<sup>5</sup>
- Decreased road danger for both cyclists and motorists<sup>4</sup>

There are also significant environmental health effects from supportive cycling and active transport infrastructure, including:

- Reduced air and noise pollution<sup>3</sup>
- Provision of options instead of motorised transport
- Reduced reliance on motorised transport and the ability to move more people with less space than with private cars, reducing carbon emissions and effect on global climate

Active transport and cycling are government-support interventions in Ireland, and public policies reflect the overwhelming health benefits of active transport and cycling infrastructure. Relevant national policies that support such infrastructure include:

- Project Ireland 2040
- Healthy Ireland
- Physical Activity Guidelines
- The National Development Plan
- The Climate Action Plan
- The National Transport Authority Integrated Implementation Plan

Local and regional plans and policies complement these national policies in support for active transport infrastructure.

Given the public health evidence of the overwhelming health benefits of active transport infrastructure, including positive effects on population health and environmental health, the Department of Public Health would be very supportive of interventions to increase provision and utility of such infrastructure.

The authors have reviewed this consultation using a standard approach to consultations developed by the Department based on multiple health and environment-related assessments. While the above provides the evidence base for our public health opinions on plans, the below are points relevant to the specific assessment for this consultation.

#### Specific points for this development

- The development will be anticipated to provide increased safety and access to services along Green Lane, Leixlip, after a temporary interruption. This includes a number of childhood educational facilities in the area
- We would expect a small reduction in air pollution exposure from traffic changes in the area after construction
- We would expect that dedicated infrastructure and increased cyclist and pedestrian safety will encourage active transport
- We would expect this plan will foster and encourage physical activity
- We would expect a small positive impact on social and community health, including on an individual level
- We would expect that this plan will improve liveability for residents in the local area
- We would expect the plan would have a net positive effect on climate change after initial construction
- The benefits could be expected to range from immediate to lifelong (for example, where school students develop familiarity with cycling for transport)

#### Specific considerations and recommendations for this development

- The plan does not seem to state that the cycling infrastructure would be physically protected. From a public safety point of view, we would recommend this be considered

- The plan mentions that a number of hedgerows and trees will be felled. We would encourage the plan to outline how this aims to be replaced or offset, ideally with the vision to have a net neutral, or positive, effect on the amount of accessible green space in the area
- We support the traffic calming points of this plan, however, we would encourage consideration of a mandated reduced speed limit to decrease road danger
- An environmental health impact assessment was not carried out, as per local protocol. It would be worth making sure this process is future-proofed in case of future legal challenges
- We note that the Louisa Bridge Train Station is nearby. We would encourage that the plan consider, or state, how this infrastructure will be connected to Louisa Bridge so that this active transport infrastructure can be used easily by commuters in conjunction with the public transport available at Louisa Bridge

#### Overall Public Health position

- The Department of Public Health is very supportive of this plan
- We believe this is a very worthwhile plan which will have positive impact on population health, and help to reduce multiple environmental exposures for users and residents
- We believe that the positive effects will start immediate, and last lifelong
- We would like to see small considerations for other realms of public health impact, such as green space and integrated mobility

Thank you,  
 Department of Public Health East, CHO7  
 Dr Stevens Hospital, Dublin 8

---

<sup>1</sup> De Hartog, J. J., Boogaard, H., Nijland, H. & Hoek, G. Do the Health Benefits of Cycling Outweigh the Risks? *Environmental Health Perspectives*. 2010; 118(8): 1109-1116. Doi: 10.1289/ehp.0901747

<sup>2</sup> Kelly, P., Williamson, C., Niven, A., Hunter, R., Mutrie, N., & Richards, J. Walking on sunshine: scoping review of the evidence for walking and mental health. *British Journal of Sports Medicine*. 2018; 52 (12): 800 - 806.

<sup>3</sup> World Health Organisation (WHO), Regional Office for Europe. Implementation Framework for Phase VII (2019 - 2024) of the WHO European Healthy Cities Network: Goals, Requirements and Strategic Approaches. World Health Organisation. 2019. Retrieved July 6, 2021, from: [https://www.euro.who.int/\\_\\_data/assets/pdf\\_file/0020/400277/04-FINAL-Phase-VII-implementation-framework\\_ENG.PDF](https://www.euro.who.int/__data/assets/pdf_file/0020/400277/04-FINAL-Phase-VII-implementation-framework_ENG.PDF)

<sup>4</sup> Marshall, W. E. & Ferenchak, N. N. Why cities with high bicycling rates are safer for all road users. *Journal of Transport & Health*. June 2019; Vol 13: 100539. Retrieved July 13, 2021, from: <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

<sup>5</sup> Lee, A. & March, A. Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton. *Australian Planner*. 2010; 47 (2): 85-93. DOI: 10.1080/07293681003767785

**Date:** 5 May 2022

**Name:** Ms Pamela Pender, A/Senior Executive Officer,  
Roads, Transportation and Public Safety,  
Kildare County Council, Áras Chill  
Dara, Devoy Park, Naas, Co Kildare

**Reference:** **Proposed Cycle Scheme at Green Lane,  
Leixlip  
Planning Reference: P82022.05**

**Applicant:** Kildare County Council

**EHIS Reference:** 2296

Dear Ms Pender

Please find enclosed the HSE Consultation Report in relation to the above proposal. The following HSE departments were made aware of the consultation request for the proposed development on 28 March 2022

- Emergency Planning –Brendan Lawlor
- Estates – Helen Maher/Stephen Murphy
- Assistant National Director for Health Protection – National Clinical Director for Health Protection
- CHO – Ann O’Shea

If you have any queries regarding this report the initial point of contact is Mr Derek Bauer, Principal Environmental Health Officer who will refer your query to the appropriate person.

Yours faithfully



(pp)Derek Bauer  
Principal Environmental Health Officer

**HSE Submission Report  
Environmental Health Service Consultation Report  
(as a Statutory Consultee (Planning and Development Acts 2000) and Regulations made thereunder)**

**Date:** 5 May 2022

**Our reference:** EHIS 2296

**Report to** Ms Pamela Pender, A/Senior Executive Officer, Roads,  
Transportation and Public Safety Department, Kildare County Council,

Áras Chill Dara, Devoy Park, Naas, Co. Kildare W91 X77F

**Type of Consultation:** Part 8 application

**Applicant:** Kildare County Council

**Proposed development:** Proposed Cycle Scheme at Green Lane, Leixlip, Co. Kildare  
**Planning Reference:** P82022.05

### **Description of proposed development**

The proposed development comprises:

- The provision of a 2m protected cycle track and 2m footway on both sides of Green Lane
- The provision of a shared use path in front of existing schools on Green Lane
- Reduction in road carriageway width to 2 No. 3m carriageways
- The introduction of raised crossings on all side roads to prioritise pedestrian movements
- Straight through cycle track crossings on all side roads to prioritise cyclists
- Realignment of side road junctions
- Adjustment of existing signalised crossing
- Removal of car parking spaces on Green Lane
- Realignment of existing car park to increase car parking spaces

### **General Introduction**

This report only comments on Environmental Health impacts of the proposed development as outlined in this Part 8 application and the adequacy of the Part 8 application from the Environmental Health viewpoint. The Environmental Health Service has made observations and submissions on the following specific Environmental Health areas:

#### **1. Assessment of principle and description of the project**

The Part 8 application prepared on behalf of Kildare County Council has detailed the requirement for, and the benefits of, developing the proposed cycle track scheme. It refers to a number of national, regional and local policies and strategies which support and encourage the development of cycle ways.

The Part 8 planning report which accompanies the application provides a detailed description of the proposal to provide a cycle track scheme on Green Lane from Accommodation Road to Station Road in Leixlip. The extent of the work is described from pages 12-15 under the heading 'Description of the Proposed Scheme'.

Each aspect of the proposed cycle track scheme is detailed in the Part 8 planning report and includes plans, maps, photographs and cross sectional drawings.

The Environmental Health Service (EHS) notes the requirement for the development of a cycle track scheme and welcomes the proposed development which will have a positive impact on the physical and mental health of those who benefit from it. As stated page 4 of the Part 8 planning report the proposed project '*most closely aligns with National Policy Objective 28 [of 'Ireland 2040-Our Plan-National Planning Framework'] to ensure the integration of safe and convenient alternatives to the car into the design of our communities*

*by integrating physical activity facilities for all ages, particularly prioritising walking and cycling accessibility to both existing and proposed future developments in all settlements'* In addition, the proposed cycle track scheme will contribute towards meeting the aims of the Healthy Ireland Framework 2013-2025. Being active has significant benefits for health and wellbeing. Actions 33, 34 and 36 of 'Get Ireland Active – The National Physical Activity Plan for Ireland' outline the requirement in the planning, development and design of towns and cities to *'promote cycling and walking with the aim of delivering a network of walking and cycling routes and footpaths'*

## **2. Assessment of later consents**

From information provided in the Part 8 application relating to impacts on the environment, it is not anticipated that any Later Consents will be required.

## **3. Assessment of Public Consultation**

Page 2 'Stakeholder Engagement' of the Part 8 Planning Report states that *'early engagement was carried out with the three schools, local businesses and landowners that would be affected by the works'*. In addition submissions with respect to the proposed development have been invited by Kildare County Council.

**It is recommended that a public consultation event is held where members of the public can view the cycle track scheme proposals, including drawings**

**The Environmental Health Service recommends that local residents receive regular updates on the progress of the construction of the cycle track by means of posters, articles in local newspapers and through appropriate social media channels.**

**In addition, it is recommended that a member of the contractor's team has specific responsibility for keeping sensitive receptors informed about specific aspects of the work which may impact them and for dealing with complaints and queries from local residents, businesses and members of the public.**

The Part 8 planning report provides a concise, clear summary of the proposed development.

## **4. Assessment of Consideration of Alternatives**

The Part 8 planning report indicates that *'nine feasible potential options for the project'* were considered. The options are listed on Page 10 of the report and were assessed *'using a robust and objective appraisal'* which was informed by Department of Transport (DTTas) Common Appraisal Framework.

Option 5 *'Uni-directional cycle tracks on both sides of Green Lane, 2m cycle tracks, 3m carriageway, 2m footway'* was identified as the preferred option *'as it provides a high-quality cycle and pedestrian provision with an appropriate cross-sectional width which will not be compromised in constrained areas (leading to a potentially higher risk of conflict)'*

The Environmental Health Service is satisfied that the Part 8 planning report outlines the requirement to undertake work to provide a cycle track scheme on Green Lane from Accommodation Road to Station Road and that the reasons for choosing the proposed option has been detailed in the Part 8 planning application report.

## **5. Assessment of the Physical Environment**

The 'Environment' headings on pages 9 and 13 of the Part 8 Planning Report indicate that there will be no potential significant impacts and effects on the local hydrogeological environment during either the construction or operational phase of the proposed development. The potable water supply will not be affected by either the construction or the operation of the proposed cycle track scheme. It is also stated that there is no historical flooding in the area.

It is recommended that the design of any additional drainage system as a result of the proposed cycle track scheme should incorporate the principle of Sustainable Urban Drainage System (SUDS) and that local and national guidance relating to surface water run-off rates will be complied with.

The existing air quality is classified as good and the area in which the proposed cycle track scheme will be undertaken *'is deemed to pose a low geotechnical risk'*.

### **Construction Environmental Management Plan**

**The Environmental Health Service recommends that a Construction Environmental Management Plan (CEMP) is prepared by the appointed contractor and submitted to Kildare County Council prior to the commencement of work on the Cycle Track Scheme.**

Details which should be included in the CEMP include:

- A brief site description and outline of existing environmental conditions
- Details of the scope of work to be carried out
- Duration of construction works and proposed hours of operation
- Outline of machinery to be utilised onsite
- No. of construction workers
- Provision of staff facilities – potable water supply, sanitary facilities, parking
- Proposals for traffic management
- Proposals for monitoring and reporting

Measures to address the impact of construction activity on any food businesses and any restriction on access to healthcare facilities during the construction phase should be specified in the CEMP. Particular consideration should be applied

- a) If there are proposed excavation and/or work involving public sewerage that has potential to increase rodent activity or displace existing rodent populations and what effect this might have on food business and food safety,
- b) Whether the construction activity will impact on deliveries to food premises and maintenance of the cold chain and whether waste collection frequency will be impacted,
- c) The impact of any increase in dust from construction and the maintenance of food safety,
- d) Any potential impacts from interruption of services, for example disruption in electrical or water supply to food businesses.

The CEMP should outline measures which will be taken to protect the environment and to prevent nuisances occurring during construction works. The impact of dust, excessive noise and emissions to water should be considered and mitigation measures to address these impacts should be detailed in the CEMP.

Mitigation measures to address any hydrocarbon leakage/spillage potentially arising as a result of leakage or spillage from construction machinery and equipment should be included in the CEMP and should be adequate to protect groundwater.

**As indicated, the Environmental Health Service recommends that the contractor should identify an employee with responsibility for giving 24 hour advance notification to sensitive receptors in advance of critical phases of the work and to deal with complaints and queries from residents and members of the public regarding issues arising during the construction works.**

Any complaints should be logged and followed up in a prompt fashion. In the interest of being open and transparent all monitoring carried out and reports completed should be made available upon request.

Measures to reduce the impact of dust during the construction phase should be included in the CEMP. Mitigation measures to be implemented by the contractor to prevent significant dust emissions should include:

- Implementing a Construction Dust Management Plan
- Regular cleaning of site roads
- Sweeping of hard surface roads
- Watering roads during dry/windy conditions
- Restricting construction vehicle speeds
- Covering vehicles transporting loose materials with tarpaulin and
- Regular inspection and cleaning of public roads.

**It is recommended that the appointed contractor refers to the Code of Practice for Noise and Vibration Control on Construction and Open Sites (B.S 5228 2009 + A1 2014) to set construction noise limits for the Green Lane site during the construction phase of the cycle track scheme.**

**The nature of construction activities can lead to short term excessive noise exposure for populations and the Environmental Health Service therefore recommends that the hours of permitted construction activity is limited to**

Monday to Friday      07:00 – 19:00

Saturday                08:00 – 13:00

Sundays and Public Holidays – No work on site

Any work outside of these hours should be exceptional and only be at the explicit permission of the Planning Authority. Details of noise mitigation measures should be detailed in the Construction Noise Management Plan.

Construction workers should be made aware of the risks associated with rodents, especially rats, and should wear suitable PPE. They should also adopt good hygiene practices, such as covering open skin wounds and washing their hands on removing safety gloves and prior to eating



Margaret Byrne  
Senior Environmental Health Officer  
Environmental Health Service  
The Crossings  
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Environmental Health Officer  
Environment OU  
Ennistymon Health Centre  
Ennistymon  
Co. Clare



# MAYNOOTH CYCLING CAMPAIGN



## Proposed Cycle Scheme at Green Lane, Leixlip Planning Reference: P82022.05

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

### General

1. The Climate Action Plan 2021 (CAP) and recently published Sustainable Mobility Plan recognises that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House emissions. CAP sets a target for 500,000 additional daily active travel and public transport journeys. However there is no estimate of what contribution to the reduction in carbon emissions the scheme will achieve or even existing travel patterns to the three schools.
2. The detailed design should take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
3. The cycle track should have a 100mm wide white line marking a buffer between the cycle track and kerb.



4. Omission of the centre line marking on both roads would be more effective in reducing traffic speed than ramps where drivers brake and then speed up again.

### Cross-section

5. The report claims that the cycle scheme is “high quality” but this is objectively untrue as quality is predominantly dependent on width. The cross-sections generally show 2m wide cycle tracks and 2m wide footpath. The desired standard width of cycle track internationally including Ireland is 2m but the width shown is a sleight of hand as the 2m should be effective width not constructed width. As proposed with an effective width of 1.5m, the level of service at best would be category “B” which is the third



# MAYNOOTH CYCLING CAMPAIGN



category of five – hardly high quality. With a kerb on the right hand side of the cycle track, a high quality cycle facility should have a buffer of 0.5m each side in accordance with the National Cycle Manual although a reduction to 0.3m would be achievable in most of Green Lane. The absence of a buffer means that road signage and traffic signals would be located in the middle of the cycle track.

6. The Green Lane corridor is relatively wide and although there are a significant number of trees, there is sufficient width to provide a high quality cycle and walking facility. In the past there was inadequate funding to provide high quality infrastructure but with the government now allocating 10% of transport investment to cycling, this is no longer the case.



7. It is noted that the existing Green Lane is generally 7.3m in width which is excessively wide and which will encourage drivers to speed, notwithstanding the presence of ramps/raised junctions. We strongly support the proposal to reduce the width to 6m and the additional space allocated to bring the effective width of cycle track up to a standard effective width of 2m and an adjoining buffer of 300mm, giving an overall width of 14.6m.
8. There is a pinch point adjacent to the first junction with Castletown but it is limited in extent.

## Major Junctions

9. Green Lane and
  - Accommodation Road
  - Castletown Housing Estate
  - Oaklawn 1
  - Oaklawn 2



# MAYNOOTH CYCLING CAMPAIGN



The Annual Average Daily Traffic (AADT) for Green Lane indicates traffic levels of c5,800 to c9,500 vehicles per day. Under the EU Environmental Noise Directive, this level of traffic is more than twice the threshold for a “major” European road. Although there are a number of crossings mid-block predominantly for pedestrians, there is no assistance for cyclists wanting to turn right at junctions. This is a major omission as this route serves three primary schools and the proposals ignores the government’s promotion of Safe Routes to School.

Accommodation Road is a major junction by virtue of it being a bus route. However, as traffic flow on part of it is limited to one direction, it should be design as a minor junctions with entrance kerbs and footpath and cycle track carried across it as described below.

10. The report describes the facility as segregated. However, it is on road at the major junctions without any hard segregation. Where the cycle track crosses the Castletown road and the two roads into the Oakland estate, consideration should be given to a bend-in road crossing to avoid potential conflict of drivers and cyclists.

## Minor Junctions

### 11. Green Lane and

- (1) Cedar Park
- (2) Entrance to car parking opposite the school
- (3) Entrance to the shops opp Leixlip GAA
- (4) Private entrance to Leixip GAA
- (5) Private entrance to schools

At minor junctions on Green Lane, the cycle facilities are generally at road level ie at the level of the major road. This is not best practice and should have

- (a) “entrance kerbs” (inritbanden in Dutch or Zip kerbs) along the main road,
- (b) the turning radii kerbs on footpaths should be omitted and the footpath carried through to clearly show that pedestrian and cyclists on Green Lane have priority over traffic on minor roads.
- (c) The cycle track should be raised to the level of the footpath at the junction.
- (d) Drivers may access the entrance/minor road by crossing the footpath with an entrance kerb to slow turning traffic.



# MAYNOOTH CYCLING CAMPAIGN



Entrance kerbs + continuous footpath



Straffan Rd – no kerbs + discontinued Footpath (Example of Maynooth design)

The Cedar Park junction with the Green Lane is some 17m wide. It should be radically reduced in width in the interests of road safety.



## Shared Path at Schools

12. Retention of the existing 5m wide shared path in front of the schools is a poor decision and will deter cycling at schools' opening and closing times. It will repeat the design mistakes at Moyglare Road Maynooth where cyclists cycle on the road as the shared path is crowded with pedestrians.





**Proposed Cycle Scheme at Green Lane, Leixlip**  
**Planning Reference: P82022.05**

Details of the scheme:

Proposed provision of segregated cycle infrastructure and to upgrade existing cycle lanes on Easton Road/Green Lane in Leixlip falling within Kildare County, Republic of Ireland, over a distance of approximately 700m (the 'Project') and in accordance with the National Cycle Manual.

deliver segregated cycle infrastructure, to create infrastructure suitability for school children and novice users and shall encompass all modes of active travel including cycling and walking alongside the design of other road infrastructure such as bus stops and shelters, road carriageway improvements intended at creating a calmer and safer environment, traffic signals and crossings, and urban enhancements. 2.2.4. The key components of the Project are: Y Upgrade of 6no. road junctions to include crossings or advance stop lines for pedestrians and cyclists; Y Removal of hedgerows and setting back of garden wall and fences in 2no locations; Y Realignment of an existing footpath behind a row of mature trees in the school grounds; Y Adjustment of the carriageway to 14m standard width with 2m footway/2m cycle track on each side of the road and 6m carriageway along Green Lane; and Y Addition of 4no. island bus stops/shelters.

Observations

Supportive of the measure to implement permanent cycle routes to encourage children to cycle to school. Project has been mooted for 7 or 8 years now so it is a positive step to see it progress to part 8. Supply of cycle lanes should be matched with Bike sheds and education in cycling repair and safety of bicycles to benefit the school going children.

The new bike lanes should be protected bike lanes with rubber curb stops. Curb stops are vertical on the car side and gently sloped on the bike side so hitting them on your bike isn't catastrophic but driving over them is hard. Also, you can rest your feet on them at stops / lights or if the cyclist needs to stop/

Could consider adding concrete plant barriers. The removal of too many lovely trees would make the avenue look too urban and diminish the beauty of the space. Consider maintaining as much greenery as possible whilst allowing for safe cycle routes.





Consider narrowing the intersections to slow down the traffic. Try not to install so many poles that makes the avenue look unsightly and adding curbs can assist in maintaining the view.

#### Recommendation

Consider making the area from the Castletown Junction to the Garda Station / Ryevale Lawns a School Street Zone. The stopping of traffic for 30 minutes each day on this straight would improve the safety of all children going to school and makes sense for the community. There are three Schools there which will always have a large number of families attending from a number of routes in Leixlip.

Attention needs to be given to the safety of children from the roundabout at Westfield all the way to Old Hill and the Celbridge Road. Hopefully this project is one part of an overall safety assessment and improvement.

Install Zebra crossings at the entrance to the housing estates / shops / main roads. If the junction is too unsafe for the wardens, it can't be expected that children traverse this on a daily basis. Can install zebra crossings easily and if painted in welcoming colours, can assist all age groups cross safely. Continuous walkways on narrowed intersections can indicate the priority of pedestrians.

A speedbump before a busy pedestrian intersection that slows the cars down (~10 mph max)

Consider cold in situ recycling of pavements and road surfacing

A resident observed the only comment I have is that the on-site signs, A4 is size, are too small to read.

Cllr Nuala Killeen

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## **APPENDIX E**

### **3<sup>RD</sup> PARTY SUBMISSIONS**

## **Part 8 - Proposed Cycle Scheme at Green Lane, Leixlip - Planning Reference P82022.05**

**Submissions**

**Observations report**

URN	Author	Location	Map Attached
KCC-C73-1	Patricia Hyland	Leixlip	No

**Title: Part 8 – Cycle Scheme, Green Lane, Leixlip**

**Theme: part 8**

Planning Ref. No.	<b>Part 8 – Cycle Scheme, Green Lane, Leixlip</b>
Planning Ref. No.	<b>Ref P82022.05.</b>
Address of Development	<b>Leixlip</b>
Type of Development	<b>Active Transport</b>
Report due date	<b>13.04.2022</b>

The Strategic Projects and Public Realm team have reviewed the drawings and particulars as part of the Part 8 consultation for the above noted development and have the following comments:

1. Realignment of side roads much improves crossing conditions for VRUs. To allow a shorter crossing distance at side roads, the kerb radius should be set tangential to the cycle track outside line as vehicles are turning into the vehicular lane and not the cycle track. This reduces the pedestrian crossing from about 15 metres to about 7.5 metres.

2. In order to reduce the distance that pedestrians need to cross the side road, the radius of the kerb at side road junctions must be correctly tangential to the vehicular carriageways (and not the footway kerb).

3. A pedestrian / cycle route exists along the eastern end of the old route of Green Lane. It should be noted that cyclists coming from Leixlip Main Street along Station Road will join the proposed cycle way at this location. It is requested that:

- A detail for cyclists entering the westbound cycle track at its junction with pedestrian lane should be provided and control cyclists as they cross the pedestrians.
- A detail should be provided for cyclists to join the cycle track from the laneway along the old route of Green Lane.

***Strategic Projects and Public Realm Team***

**Attachments (1)**

Part 8 P82022.05 Cycle Scheme at Green Lane Leixlip.docx

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KCC-C73-2	Cale Lawlor	No
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**Title: Department of Public Health Response to Consultation: Proposed Cycle Scheme at Green Lane, Leixlip - Planning Reference P82022.05**

**Theme: Cycle Lane**

See document attached

**Attachments (1)**

DPH Consultation - Proposed Cycle Scheme at Green Lane, Leixlip - Planning Reference P82022.05.pdf

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KCC-C73-3	Leixlip Castletown Residents Association	Junction of Castletown Estate with Green lane as per Figure 6.	No
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**Title: Safety concerns at junction ref Fig 6 in report.**

**Theme: Green Lane, Leixlip**

At our recent AGM parents expressed anxiety about the safety at this junction. It has been a very busy crossing for many years and eventually a school traffic warden operated there. Recently a decision was made to remove the warden as was deemed to be unsafe for her to operate. There must be an official report on this??

So parents /minders with children and unaccompanied children still use this crossing. How is the scheme ensuring that a calmer and safer environment will result there? There should be a report made to evaluate this junction to include survey at busy school times.

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KCC-C73-4	Brian McArdle	Support with suggestions	No
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**Title:**

**Theme: Green Lane, Leixlip**

I fully support this scheme, particularly the introduction of lessened radii and raised table crossings.

### **Castletown**

Given the recent removal of the school warden from the Castletown junction, it would seem prudent to use this opportunity to install a zebra or pedestrian crossing at the junction.

### **Carpark at shops**

I don't think the carpark at the shops is being treated correctly. Compared with the carpark opposite the schools, there is no raised table crossing indicated here, and the potential for conflict between left-turning drivers and cyclists on the track is the same as any other junction. Pedestrians lose priority at access to a carpark. This is not in line with the road users hierarchy, and a raised table crossing should be installed here.

The carpark at the shops shows the installation of only five Sheffield stands. These are a small block of shops of cafe, pharmacy, barbers, etc., intended for use by local residents. Active travel should be facilitated to a far greater extent here to encourage people to decarbonise their short local journeys, especially as the car park never even reaches capacity as per the Part 8 Planning Report. Extra Sheffield stands, including ones for cargo bikes or modified bikes should be added. Consideration should be given to taking away spaces outside the cafe to allow for outdoor dining in a parklet.

### **Shared surface at schools**

While I understand the shared surface outside the schools was the result of consultation with the schools themselves, does it represent best practice? Will the shared surface buffer be tactile, so that pedestrians will be aware they are encroaching on a cycle track?

The extension of the tactile surface of the pedestrian crossing into the cycle track is not good practice, as it will encourage school children and those with visual disabilities to stand and wait on the cycle track. It will also be unclear whether the cycle track on the schools side is subject to the traffic lights, creating conflict between cyclists and pedestrians. The track here should be clearly separated from the crossing point.

Is there any consideration given in this scheme to providing a 'school street' zone outside the schools in future? e.g. an easy cut-off point or turn-around for drop-offs?

### **Bus stops**

The bus stops have not yet any detail, but should use bus stop bypasses where possible to prevent children having to react to large double-decker busses pulling in across the cycle lane.

### **Expansion to rest of Green Lane**

What is the timeline to bring the rest of Green Lane up to standard? It is likely that many children attending the schools and GAA club in the short to medium future will be coming from the new estates of Beechpark, Westfield and Leixlip Gate at the westernmost end of Green Lane. In addition to the distance involved in getting out of the estate (nearly a kilometre from the back of Beechpark), it is at least a further 1.5km to the schools. This could be a thirty minute walk for children, or less than ten minutes' cycle.

However, the lack of safe cycling facilities at the junctions on the western half of Green Lane is an impediment to allowing children to cycle safely and independently. Wide turning radii, no raised table crossings and insufficient dishing will keep children trapped in car dependency. The entrance to Glen Easton by the Spar is a particularly difficult road to cross.

### **Lack of cycling bodies on circulation list**

Separately, I am concerned that there is no cycling body on the circulation list, not even the KCC Cycling Officer or the Kildare Cycling Forum. Why is neither Cyclist.ie or Cycling Ireland included in the prescribed bodies?

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KCC-C73-5	HSE Environmental Health	Green Lane Leixlip Co Kildare	No
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**Title: Environmental Health Submission****Theme: part 8**

Submission from Environmental Health Department, HSE

**Attachments (1)**

Cycle Scheme Green Lane Leixlip EHIS2296.docx

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KCC-C73-6	Maynooth Cycling Campaign	Green Lane Leixlip	No
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**Title: Leixlip Green Lane Proposed Cycle Scheme****Theme: Green Lane, Leixlip**

I wish to make the following submission. See attached.

**Attachments (1)**

Leixlip Green Lane Cycle Scheme 220415.pdf

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KCC-C73-7	Nuala Killeen	Green Lane, Leixlip Planning Reference: P82022.05	No
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**Title: Proposed Cycle Scheme at Green Lane, Leixlip Planning Reference: P82022.05**

**Theme: Green Lane, Leixlip**

Please see attached observation on the proposed part 8 Cycle lane scheme.

**Attachments (1)**

Green Lane submission NKilleen.pdf

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**APPENDIX B**  
**APPROPRIATE ASSESSMENT and EIA SCREENING DETERMINATION**

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

**Planning and Development Act 2000 (as amended) – Part XI**  
**Planning and Development Regulations 2001 (as amended) – Part 8**

**Green Lane Cycle Track Scheme**

**Environmental Impact Assessment (EIA) Screening Determination**

Pursuant to the requirements of the above, Kildare County Council is proposing to provide segregated cycle infrastructure and upgrade existing cycle lanes on Easton Road/Green Lane in Leixlip

A detailed description of the proposed development has been provided in the Section 2 of the Environmental Impact Assessment Screening Report prepared by WSP with full drawings and details provided in the Part 8 file.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: *“Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development”* (published by the Department of Environment, Heritage and Local Government in 2003); *“Environmental Impact - Assessment of Projects - Guidance on Screening”* (published by the European Commission in 2017); *“Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment”* (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of the objective information provided in the *“GREEN LANE CYCLE TRACK SCHEME, LEIXLIP Environmental Impact Assessment (EIA) Screening Report”* (the Screening Report) prepared by WSP, Kildare County Council, as the Competent Authority, determines that the Green Lane Cycle Track Scheme, individually, and in combination with other plans and projects, does not require an Environmental Impact Assessment.

It is considered that the Screening Report has been carried out giving full consideration to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA.

As the proposed Green Lane Cycle Track Scheme is sub-threshold, it has, therefore, been assessed on a case-by-case basis in accordance with the criteria for determining whether or not a development would or would not be likely to have significant effects on the environment as outlined within Annex III of the EIA Directive.

It is further considered that the Screening Report contains a fair and reasonable assessment of the likelihood of significant effects of the proposed project on the environment, having regard to the foregoing and in particular:

- The size and design of the whole project;
- Cumulation with other existing and/or proposed projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisance;

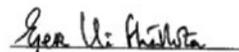
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risk to human health (for example due to water contamination or air pollution).

Section 3 of the report provides a reasonable description and assessment of the types and characteristics of the potential impacts of the proposed development.

It is considered that the environmental effects arising from the proposed project will generally be localised, minor in nature and occur principally during the construction phase. I concur with the conclusion and recommendation of the screening report that the proposed development is not likely to have significant adverse impacts to the receiving environment and does not require an Environmental Impact Assessment Report to be prepared or an Environmental Impact Assessment to be conducted.



Eoghan Lynch  
Senior Executive Planner



Emer Uí Fhátharta  
Senior Planner

March 21<sup>st</sup> 2022

21<sup>st</sup> March 2022