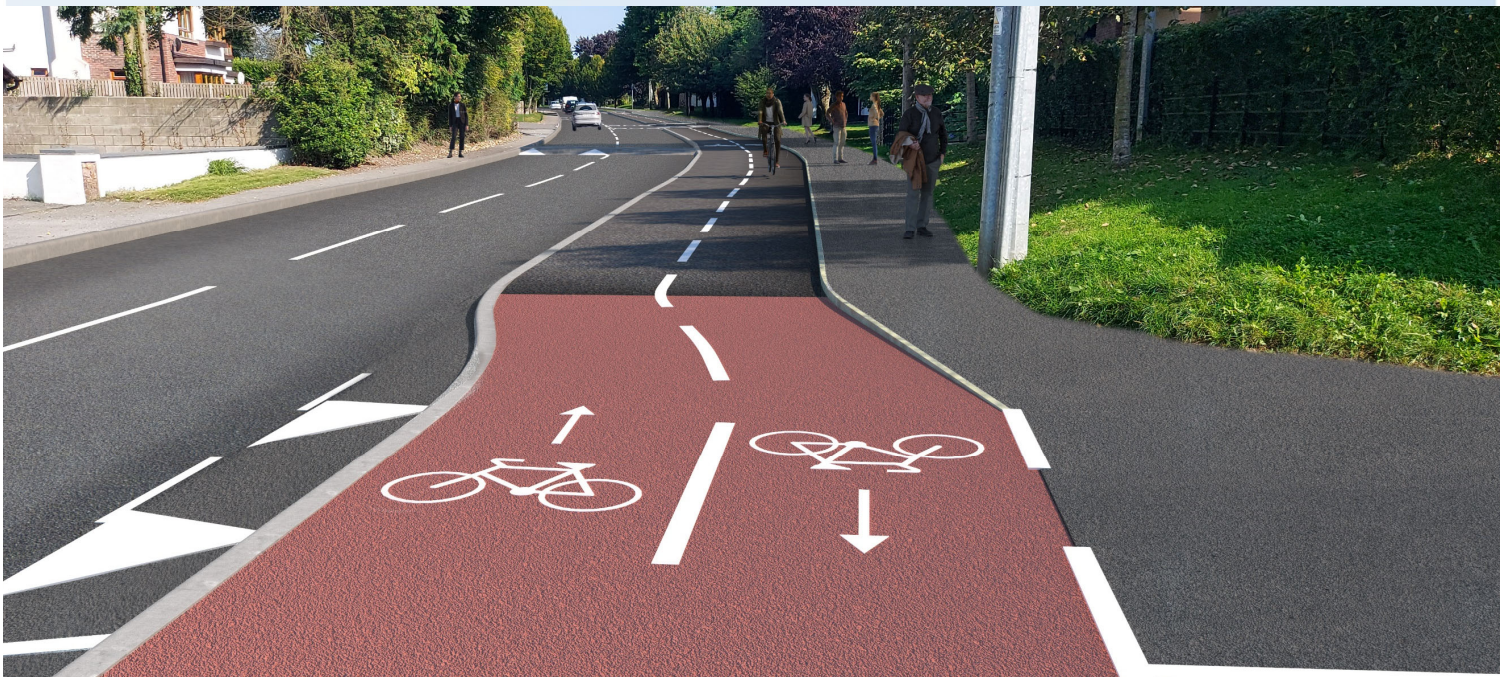




Kildare County Council

PART 8 PLANNING REPORT

P82022.17: Naas to Kill Cycle Scheme





TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 4000089

**OUR REF. NO. PROPOSED NAAS TO KILL CYCLE SCHEME, PLANNING
REFERENCE: P82022.17**

DATE: AUGUST 2022



Comhairle Contae Chill Dara
Kildare County Council



WSP

WSP Ireland Consulting Limited
Town Centre House,
Dublin Road,
Naas,
Co. Kildare,
W91 TD0P

WSP.com



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CONTENTS

INTRODUCTION	1
PROJECT OVERVIEW	1
STAKEHOLDER ENGAGEMENT	1
PART 8 PLANNING DOCUMENTATION	1
PURPOSE OF THE SCHEME	2
PROJECT AIM	2
DESIGN OBJECTIVES	2
DESIGN GUIDANCE	2
PLANNING AND POLICY CONTEXT	3
IRELAND 2040 – OUR PLAN - NATIONAL PLANNING FRAMEWORK	3
NATIONAL DEVELOPMENT PLAN (NDP) 2021 – 2030	3
THE CLIMATE ACTION PLAN 2021	3
NATIONAL SUSTAINABLE MOBILITY POLICY	3
DRAFT GREATER DUBLIN AREA TRANSPORT STRATEGY 2022 2042	3
DRAFT GREATER DUBLIN AREA CYCLE NETWORK PLAN	3
KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023	4
KILDARE CLIMATE CHANGE ADAPTATION STRATEGY 2019 – 2024	5
NAAS LOCAL AREA PLAN 2021-2027	5
KILL SMALL TOWN PLAN (KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023)	5
JOHNSTOWN VILLAGE PLAN (KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023)	5
NAAS TO KILL EXISTING ARRANGEMENT	6
TRIP ATTRACTORS	7
CROSSINGS	7



SIDE ROADS	7
BUS STOPS	7
SPEED	8
PARKING	8
WALKING	8
ENVIRONMENT	9
TRAFFIC	9
ALTERNATIVES CONSIDERED	10
DESCRIPTION OF PROPOSED SCHEME	12
<hr/>	
JUNCTIONS	12
CROSSINGS	13
PARKING / LOADING	13
ACCESSIBILITY	14
SPEED MANAGEMENT	14
SCHOOL ZONES	14
ENVIRONMENT	14
ARCHITECTURAL CONSERVATION, ARCHAEOLOGICAL, ENVIRONMENTAL AND ECOLOGICAL CONSTRAINTS	15
TRANSPORT AND TRAFFIC	15
OPPORTUNITIES	16
SUBMISSIONS	17
<hr/>	



INTRODUCTION

PROJECT OVERVIEW

WSP Ireland have been appointed by Kildare County Council (KCC) to complete Concept Development/Options Selection (Phase 2), Preliminary Design (Phase 3) and Statutory Processes (Phase 4) for the delivery of a 4.4km high-quality cycle route connecting Naas and Kill via Johnstown Village as shown (Figure 1). It should be noted that a similar proposal for the subject scheme received Part 8 planning permission in 2017, however, this has since been reviewed and revised in line with the developing approach to cycle infrastructure design.

The project sets out to deliver a protected cycle track with Level of Service A or A+ in accordance with the National Cycle Manual. This project will connect into the existing cycle infrastructure to the east of Slí na Naomh and tie into the proposed infrastructure at the Dublin Road Roundabout. This project fills an important missing piece of the existing cycle network. Kildare County Council are working in partnership with the National Transport Authority to deliver this project. This project aligns with existing policy and is identified as a secondary route in the Draft Greater Dublin Area Cycle Network Plan. The cycle infrastructure has been designed to best practice guidance to provide cycle priority over side roads and separate cycles from vehicles. Sections of shared use (pedestrians and cyclists) have been incorporated into the design where appropriate.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement has been carried out with a number of business owners, school principals and landowners directly affected by the works.

PART 8 PLANNING DOCUMENTATION

This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. This report should be read in conjunction with the Part 8 Planning drawings.



PURPOSE OF THE SCHEME

PROJECT AIM

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.

DESIGN OBJECTIVES

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

- Deliver segregated (cycles separated from vehicles) and shared (pedestrians and cycles) cycle infrastructure suitable for school children and novice users.
- Tie into existing infrastructure for pedestrians and cycles and future proof the connection to proposed cycling infrastructure.
- Reallocate space to provide sufficient dimensions for the segregated cycle tracks.

DESIGN GUIDANCE

The following guidance has been used in the design of this project:

- The National Cycle Manual
- Design Manual for Urban Roads and Streets
- Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors
- Design Manual for Roads and Bridges
- Traffic Management Guidelines
- Traffic Signs Manual
- Safe Routes to School Design Guide

Other international guidance documents have also been considered, including:

- LTN 1/20 (England, Northern Ireland)
- Cycling by Design 2021 (Scotland)



PLANNING AND POLICY CONTEXT

IRELAND 2040 – OUR PLAN - NATIONAL PLANNING FRAMEWORK

Project Ireland 2040 is the overarching policy and planning framework for the social, economic and cultural development of our country. Contained within this framework are 70 National Policy Objectives. This project most closely aligns with National Policy Objective 28 - 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 development, in all settlements.

NATIONAL DEVELOPMENT PLAN (NDP) 2021 – 2030

This plan sets out a number of National Strategic Outcomes (NSO) including NSO – 2 which seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves. This also identifies active travel as the top strategic investment priority.

THE CLIMATE ACTION PLAN 2021

The Climate Action Plan 2021 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 Gas emissions by 2030 and ultimately net zero by 2050. CAP sets a target for 500,000 additional daily active travel and public transport journeys by 2030 and investment planned under this NDP will be directed toward achieving that challenging target.

NATIONAL SUSTAINABLE MOBILITY POLICY

This sets out a framework to 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. This project aligns with the following action identified in the action plan;

- 19. Deliver additional cycling infrastructure projects (GDA network)

DRAFT GREATER DUBLIN AREA TRANSPORT STRATEGY 2022 2042

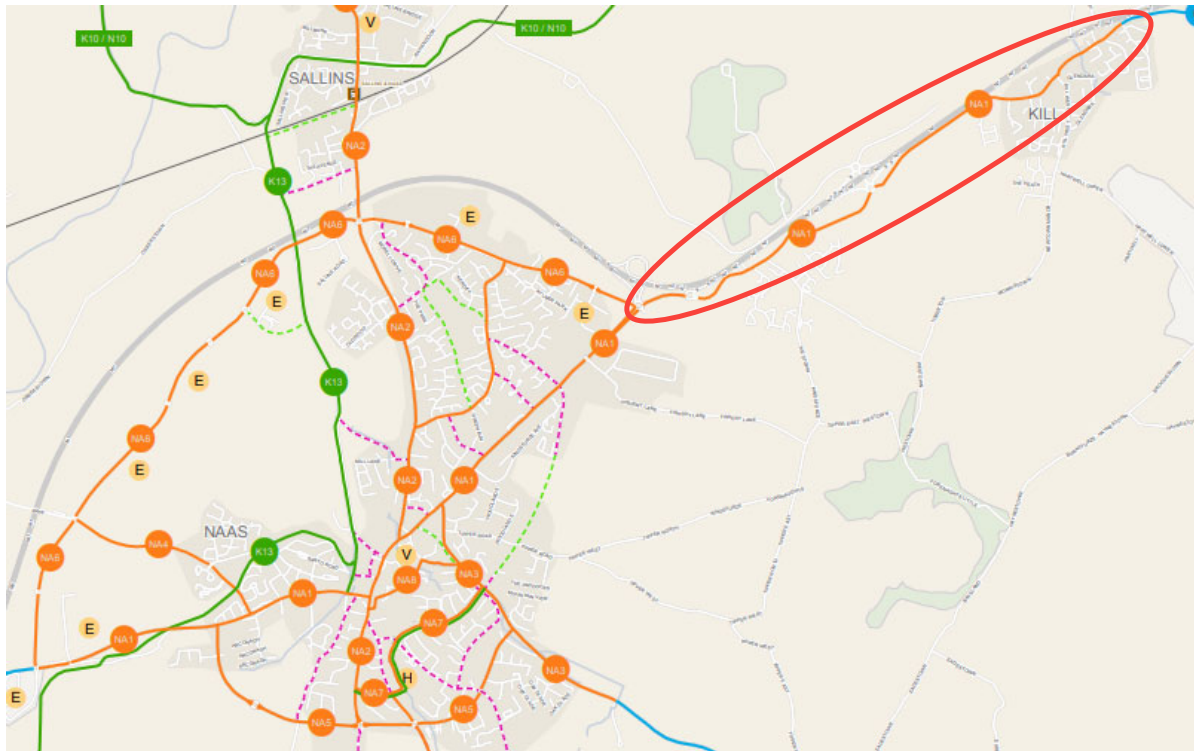
This strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area. The overall ambition of the strategy is “To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports economic growth.”

Regional Policy Objective 4.48 states the following “Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking, cycling and bus network ...”.

DRAFT GREATER DUBLIN AREA CYCLE NETWORK PLAN

In late 2020 the National Transport Authority (NTA) initiated an updated Greater Dublin Area (GDA) Cycle Network Plan 2021. It accompanies the GDA Transport Strategy. The GDA Cycle Network comprises of substantial primary and secondary urban networks, as well as comprehensive Greenways, interurban and feeder networks. This draft plan identifies the project as a secondary route. The existing Cycle Network Plan identifies this project as the NA1 Primary / Secondary Route.

Figure 1 - GDA Cycle Network Plan



KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023

The Kildare County Development Plan sets out an overall vision, with strategies, policies and objectives for the county as a whole. The development plan states, “walking and cycling will continue to be promoted as a priority mode of transport”. Specific policies and objectives are included in each chapter. The following policies in the Movement and Transport chapter align to this project;

- MT 4 - Develop sustainable transport solutions within and around the major towns in the county that encourage a transition towards more sustainable modes of transport, whilst also ensuring sufficient road capacity for trips which continue to be taken by private vehicles.
- MT 6 - Co-operate with and support the National Transport Authority and relevant regional agencies to facilitate the planning, delivery and implementation of improvements to the transport network of the county and the Greater Dublin Area.
- MT 11 - Focus on improvements to the local road and street network that better utilise existing road space and encourage a transition toward more sustainable modes of transport, while ensuring sufficient road capacity exists for trips which will continue to be taken by private vehicle.

The following policies in Walking and Cycling align to this project;

- WC 1 - Prioritise sustainable modes of travel by the development of high-quality walking and cycling facilities within a safe street environment.
- WC 2 - Promote the development of safe and convenient walking and cycling routes.
- WC 3 - Ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within the existing areas in order to maximise access to town centres, local shops, schools, public transport services and other amenities.



- WC 6 - Ensure that all roads in existing and new developments are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets 2013, the NTA National Cycle Manual and other appropriate standards.

KILDARE CLIMATE CHANGE ADAPTATION STRATEGY 2019 – 2024

Many objectives and actions to tackle climate change at the local level are set out in the Climate Change Strategy such as Action 11 (a) Promote cycling and walking to support greater uptake of active travel around the county reducing carbon emissions and to promote the modal shift away from private cars through land use planning policy, development management and local initiatives.

NAAS LOCAL AREA PLAN 2021-2027

It is the aim of Kildare County Council to promote and develop a sustainable, integrated transport system for Naas that prioritises walking, cycling and public transport, and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development. This project is identified as a specific cycle infrastructure measure to be completed in the medium term. Furthermore, it is an objective of the Council to:

- MTO 1.1 - Support and promote the use of sustainable active transport modes in Naas and seek to implement a connected network of walking and cycling infrastructure;
- MTO 1.2 – Ensure all footpaths in Naas are accessible to all members of the community, including people with disabilities, the elderly and people with young children;
- MTO 1.4 - To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Naas;

KILL SMALL TOWN PLAN (KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023)

The Planning and Development Act 2000 (as amended) enables the planning authority to incorporate Local Area Plans (for towns with a population less than 5,000) within the framework of the County Development Plan (CDP). This project meets the following objectives set out in the plan:

- KL 15 - Facilitate the provision of linked pedestrian routes around the town.
- KL 16 - Provide a high quality cycle network in the town, in particular linking the following areas:
 - (a) From the GAA Club to Scoil Bhríde.
 - (c) From Scoil Bhríde to the Main St./Town Centre.
- KL 17 - Reduce the proliferation of pedestrian barriers in the interests of public safety.
- KL 18 - Prepare a preliminary design for a cycle and pedestrian facilities network in the town.

JOHNSTOWN VILLAGE PLAN (KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023)

The Village Plan consists of specific objectives and a land use zoning map that aims to ensure the sustainable development of the village over the period of the Plan. This project aligns to the following development objectives under the transportation theme:

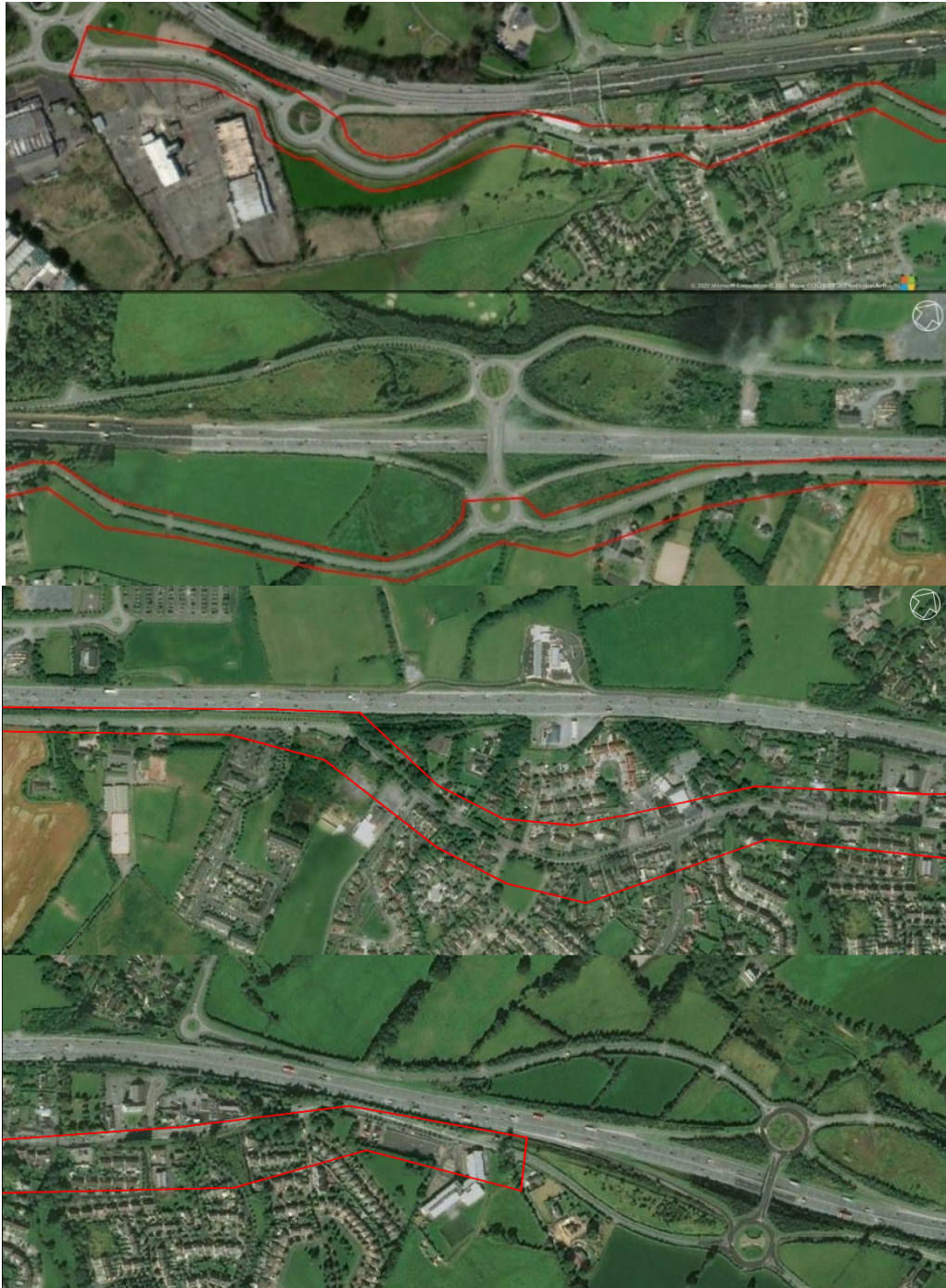
- T 4 - Improve the quality and width, where appropriate, of all footpaths in the village and improve access for people with disabilities.
- T 5 - Review the on-street parking arrangements in the village and make improvements as required.

This project is also identified in the land use zoning map as “Footpath and Cycle Track Objective”

NAAS TO KILL EXISTING ARRANGEMENT

The project area (Figure 2) measures approximately 4.4km on L2014 from Dublin Road Roundabout to Slí na Naomh junction, east of Kill village. There is no existing dedicated cycle infrastructure in Johnstown or Kill but there are existing shared use surfaces between Johnstown and Kill which terminate as they enter the village and town. Therefore, cycles have to re-join the carriageway as they enter Johnstown and Kill. There are two roundabouts in the study area and a mini roundabout at Earls Court, Kill.

Figure 2 - Project Area



TRIP ATTRACTORS

The key trip attractors in the project area are:

- Scoil Bhríde
- Saplings Special School
- Kill Town Centre
- Kill GAA Club
- Johnstown Village Centre

CROSSINGS

There is one signalised toucan crossing in the study area in Kill and a number of uncontrolled pedestrian crossings some of which have pedestrian refuge islands (Figure 3). There are uncontrolled crossings across all the side roads, most of which have tactile paving and dropped kerbs.

Figure 3 – Existing Uncontrolled Crossing



SIDE ROADS

There are two side roads in Johnstown and six accesses (not including residential accesses). There are nine side roads in Kill and seven accesses (not including residential accesses). The majority of these side road junctions have large corner radii and dropped kerbs with tactile paving for pedestrian crossings.

BUS STOPS

There is a Go-Ahead bus service which operates at a 20-minute headway during peak hours. There are two bus stops in Johnstown which serve the 125 and 126 routes. Both stops have bus laybys where the bus pulls in to pick up and drop off passengers and then re-joins the carriageway. Both stops have high access kerbs and the eastbound stop has a bus shelter at the back of the footpath.

There are six bus stops in Kill which serve the 125 and 126 routes. Three of the bus stops have bus laybys (Figure 4 shows two of these) where the bus pulls in to pick up and drop off passengers and

then re-joins the carriageway. The remaining three bus stops require the bus to stop on the carriageway to pick up and drop off passengers.

Figure 4 – Existing Bus Stop Laybys – Kill & Johnstown



SPEED

There is a posted speed limit of 50 km/h in both Johnstown and Kill. There is a posted speed limit of 60km/h on the roads between Johnstown and Kill. There are ramps located along the road to manage speed in the urban areas and central pedestrian refuges in Kill which also have a traffic calming effect.

PARKING

There are 68 on street car parking spaces in Johnstown and Kill and numerous public and private off street car parks. There is limited cycle parking in the study area.

WALKING

There is a footpath on both sides of the road in Johnstown and Kill. The shared use surface between Johnstown and Kill is on the southside of the road and there is no provision on the north side until the village/town (Figure 5).

Figure 5 – Existing Shared Use Path





ENVIRONMENT

There are no Special Areas of Conservation (SAC) in the study area. The closest SAC is Red Bog which is approximately 7km from the study area. There are no Special Protection Areas in the study area. The closest SPA is Poulaphouca Reservoir which is approximately 12km from the study area. In terms of the built environment, there are six protected structures in Johnstown and eight in Kill. There are 29 National Inventory of Architectural Heritage records in the study area, most of which are houses. The remaining records include bridges, gates, water pumps, stone cobbling and walls.

TRAFFIC

Traffic surveys were undertaken in May 2015. Annual Average Daily Traffic (AADT) within Kill was noted to be in the order of 5,000 to 6,000 vehicles, whilst Johnstown was noted as being slightly lower in the order of 4,000 to 5,000 vehicles. The 85th percentile speed associated with Kill & Johnstown villages are in the order of 40-50kph respectively. Further traffic counts were carried out in 2017 and 2018 to the east of Scoil Bhríde in Kill. In 2017, the AADT was 5,859 and the 85th percentile speed was 65kph. In 2018, the AADT was 6,576 and the 85th percentile speed was 64kph.

ALTERNATIVES CONSIDERED

Having regard to the information obtained in the various reviews, surveys and studies undertaken, four options were identified and assessed for the project. The design of the options is in accordance with the National Cycle Manual (available online at www.nationaltransport.ie) and The Design Manual for Urban Roads and Streets (DMURS) and take cognisance of additional guidance such as LTN1/20, and TII publications. An early concept design was developed for each option to understand the required cross-section and impact on third party land, environment, etc. The key issues associated with each option were identified, including engineering issues, environmental issues, land acquisition, planning issues, costs and any other relevant items. The four options assessed are set out in Table 1.

Table 1 - Options

Option	Description
Option 1	Cycle tracks or cycle lanes on both sides of the road
Option 2	Shared Street Provision
Option 3	Shared Path (pedestrians and cyclists)
Option 4	Two-way cycle track on the south side of the road

This MCA includes all criteria listed in the Common Appraisal Framework for Transport Projects and Programmes published by the Department of Transport, Tourism and Sport (DTTAS). An additional criterion of Quality of Service (QoS) Level has been added to the assessment as can be seen in Table 2. QoS is a measurement of the degree to which the attributes and needs of the cyclist are met. The criteria that constitute a QoS Level for a cycle route are contained in the National Cycle Manual (Section 1.4). The criteria are pavement condition; number of adjacent cyclists; number of conflicts; journey time delay; and HGV influence. It is assumed that all options will include an upgraded pavement surface; therefore, the pavement condition criterion has been scoped out of the MCA. For each assessment criteria considered, options are compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. For illustrative purposes, this five-point scale is colour coded as presented in Table 3 with advantageous options graded to 'dark green' and disadvantageous options graded to 'dark red'.

Table 2 - Assessment Criteria

Criterion	Assessment Sub-Criteria
Economy	1.a. Capital Cost
	1.b. Transport Reliability and Quality
Integration	2.a. Land Use Integration
	2.b. Residential Population/ Employment Catchments

	2.c. Public Transport Network Integration
	2.d. Cycle and Pedestrian Network Integration
	2.e. Traffic Network Integration
Accessibility & Social Inclusion	3.a. Vulnerable Groups
	3.b. Deprived Geographic Areas
Safety	4.a. Road User Safety
Environment	5.a. Air Quality
	5.b. Noise/Vibration
	5.c. Landscape and Visual Quality
	5.d. Biodiversity
	5.e. Cultural Heritage
	5.f. Land Use
Quality of Service for Cyclists	6.a. Number of adjacent Cyclists
	6.b. Number of conflicts
	6.c. Journey time delay

Table 3 - Assessment Ranking

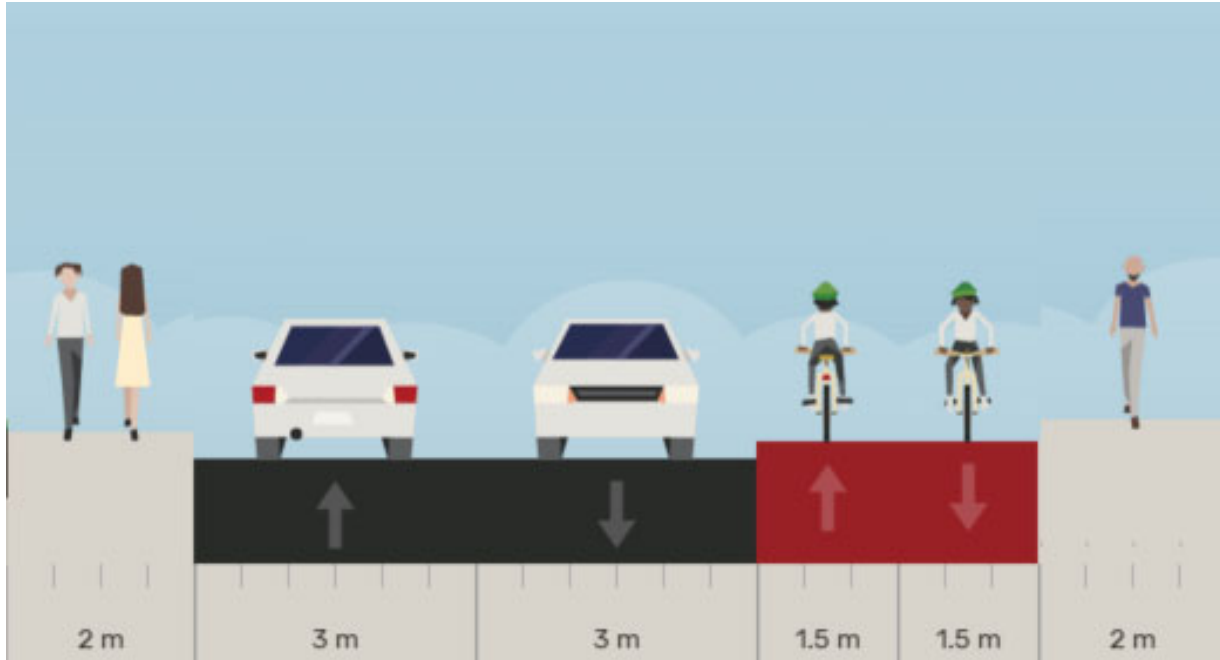
Assessment Ranking	Description
	Significant advantages over the other options
	Some advantages over the other options
	Neutral compared to other options
	Some disadvantages over other options
	Significant disadvantages compared to other options

Based on the multi-criteria assessment of four feasible scheme options, Option 4 (the provision of a two-way cycle track on the south side of the road) offers more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists. Therefore, Option 4 has emerged as the preferred option. A two-way cycle track on the south side of the road will meet the needs of cyclists more than any other option due to the high level of safety and comfort offered by separation from both vehicular traffic and pedestrians and the continuity provided to and from the shared cyclist and pedestrian path on either side of Johnstown and Kill.

DESCRIPTION OF PROPOSED SCHEME

The proposed design typically consists of a 3m two-way protected cycle track on the south side of the road in Johnstown and Kill. The cross section consists of typically 2m footways, 3m cycle track (including kerb) and 6m carriageway. The typical cross section can be seen in Figure 6.

Figure 6 - Cross Section



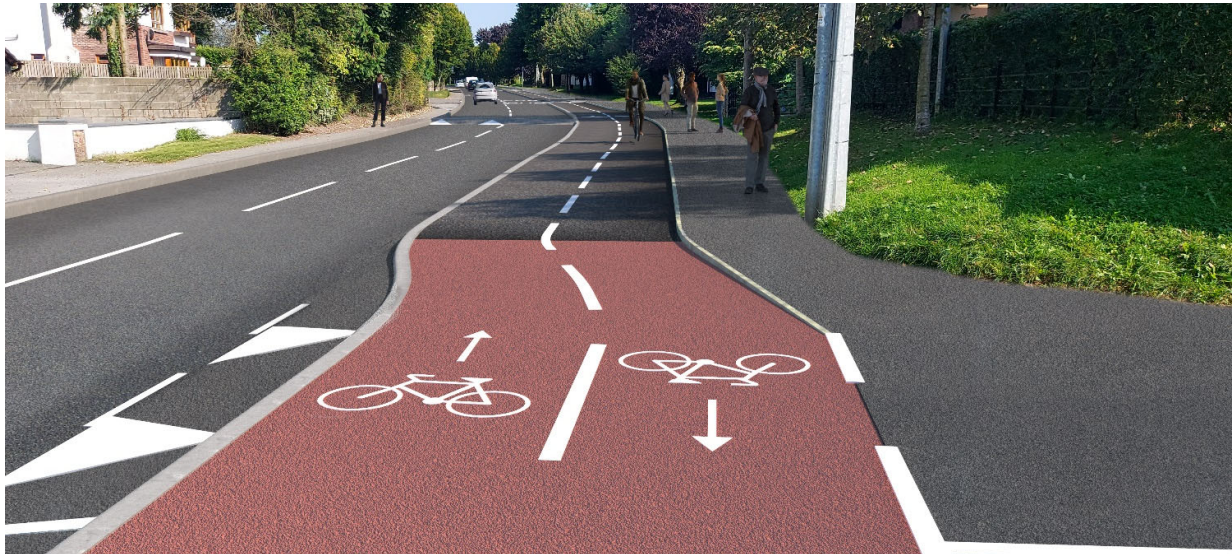
In the sections between the Dublin Road roundabout and Johnstown and between Johnstown and Kill, the existing shared use surface will be widened to 4m. For the most part, this consists of reallocating some or all of the existing verge that separates the path from the carriageway or reallocating the greenspace at the back of the footpath. In locations where the speed limit is over 50km/h a verge buffer of varying widths has been retained.

In some locations within Johnstown and Kill, the cycle track transitions back into a shared use surface. This is predominantly where the existing cross section does not allow for full segregation.

JUNCTIONS

This project does not include alterations to the roundabouts that provide access to the N7. The mini roundabout at Earls Court Estate entrance in Kill will be replaced with a standard T junction layout. There are no signalised junctions in the project. The corner radii of all side roads will be reduced in line with section 4.3.3 of DMURS to improve pedestrian and cycle safety. Side road crossings will be raised in line with section 4.4.7 of DMURS and driveways and accesses will clearly indicate that pedestrians and cyclists have priority over vehicles. The level and materials will stay the same across the accesses to ensure visual priority is also maintained as per section 4.3.1 of DMURS. Figure 7 shows the side road detail that will be used throughout the project area.

Figure 7 - Proposed Side Road Design



CROSSINGS

The Preliminary Design proposes a signalised toucan crossing at the Saplings Special School in Kill village. Raised tables have been introduced on all side roads to prioritise pedestrian and cycle movements. Tactile paving has also been incorporated at all appropriate side road crossings as this is standard in Kildare County Council. The removal of tactile paving was considered to provide a continuous footway approach however, this was not taken forward following a discussion with Kildare County Council due to implications for users with visual impairments. Straight through crossings have been used for the cycle tracks across side roads. A setback arrangement was considered but discounted to maintain the desire line for cyclists and pedestrians. Cycles will have priority over side roads and turning vehicles should give way to cycles travelling straight ahead.

PARKING / LOADING

JOHNSTOWN

There are 42 on street parking bays identified through the parking survey that are impacted by the project and 18 are proposed. This results in 24 on street spaces being reallocated to facilitate safe cycle and pedestrian infrastructure proposed as part of this scheme. According to the parking survey results, there are approximately 41 spaces in off-street car parks unoccupied for the survey period. Therefore, the off-street car parks have the capacity to accommodate the vehicles that would usually park on street.

KILL

There are 26 on street parking bays identified through the parking survey that are impacted by the project and 15 are proposed. This results in 11 on street spaces being reallocated to facilitate safe cycle and pedestrian infrastructure proposed as part of this scheme. According to the parking survey results, there are approximately 57 spaces in off-street car parks unoccupied for the survey period. Therefore, the off-street car parks have the capacity to accommodate the vehicles that would usually park on street.

CYCLE PARKING

Cycle parking will be introduced at key locations throughout the project area, especially at destination points such as retail unit clusters. It is currently proposed to provide Sheffield cycle stands at the proposed bicycle parking locations.

ACCESSIBILITY

The proposed scheme aims to make Johnstown and Kill more accessible by incorporating seating, improving footway provision in terms of directness and surface quality, reducing street clutter and providing a protected cycle track that can accommodate adapted cycles.

SPEED MANAGEMENT

The proposed scheme will reduce the existing vehicle carriageway to 6m (i.e. 3m wide lanes) through Johnstown and Kill. Raised tables will be introduced and ramps will be retained or relocated to calm speeds. In one location (Saplings Special School), the carriageway will be further narrowed to 5.5m in line with DMURS.

SCHOOL ZONES

There are two schools in the project area in Kill, Saplings Special School and Scoil Bhríde. School zone interventions have been proposed at these locations to highlight the presence of the schools, encourage vehicles to slow down, and increase safety at the school gate. Figure 8 shows the proposed design outside Scoil Bhríde.

Figure 8 – Proposed School Zone



ENVIRONMENT

An Environmental Impact Assessment Screening Report was carried out which found the project does not need to be subject to Environmental Impact Assessment. This was based on an objective review of the project including its characteristics, location and likelihood of it causing significant environmental impact. A Screening for Appropriate Assessment was also carried out which concluded that there are no likely significant adverse effects arising from the proposed Project to any European site, whether direct, indirect, or in-combination, to the conservation objectives of the habitats or species for which it



was designated, either alone or in combination with other plans or projects. Consequently, this proposed development does not need to advance in the Appropriate Assessment process or require a Natura Impact Statement.

A qualified Arboriculturist carried out the tree survey in accordance with prevailing standards (i.e. BS 5837 2005 or as amended) covering all trees in the vicinity of the proposed scheme. This survey includes information on tree locations, species, size, age, condition, etc. In total 188 individual trees and 5 tree groups were assessed for the project. The total number of trees including all the individuals in the tree groups is 238. Twenty-six different tree species were identified along the route. The two most common species are Ash and Hornbeam.

In total 17 trees or 7% of the total surveyed population will be lost to facilitate the construction of the project. A further ten low quality Ash trees are recommended for removal to allow good quality Lime trees to develop freely. The arboricultural report also makes recommendations for the construction phase to minimise the impact on the existing trees. The report concludes by saying there is adequate space to compensate for the tree loss and establish new trees, post construction. A total of 20 new trees will be planted which will result in a net gain of trees in the project area.

In both Johnstown and Kill village, the scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. The Tidy Towns committees were notified of the Part 8 and if the Part 8 is approved, Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme.

ARCHITECTURAL CONSERVATION, ARCHAEOLOGICAL, ENVIRONMENTAL AND ECOLOGICAL CONSTRAINTS

In terms of the built environment, there are six protected structures in Johnstown and eight in Kill which this project does not impact. There are 29 National Inventory of Architectural Heritage (NIAH) records in the study area, which mostly consist of houses but also include bridges, gates, water pumps, stone cobbling and walls.

No protected structures or any features/buildings listed in the NIAH records are being materially affected as a result of the proposed scheme.

TRANSPORT AND TRAFFIC

Informed by baseline survey data and national guidance, the transport assessment of the proposed scheme would indicate a negligible impact on general traffic conditions along the scheme corridor. Two vehicle traffic lanes will be retained throughout Johnstown and Kill as can be seen in Figure 9. Furthermore, the proposed scheme would offer improved cycle and pedestrian facilities while maintaining sufficient capacity in the study area for existing vehicle flows.

Figure 9 - Proposed Design in Johnstown



OPPORTUNITIES

The project connects to Slí na Naomh to accommodate the new housing development in the area. This project will enable those future residents to cycle into Naas and as the infrastructure will be in place prior to the residents living there and so behavioural change may be less of a barrier. The project will also fill a gap in the wider cycle network in Naas and provide for onward active travel journeys.



SUBMISSIONS

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

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

On or before 17.00 on Wednesday 19th October 2022.

Submissions should be headed: **Proposed Naas to Kill Cycle Scheme, Planning Reference: P82022.17**

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



WSP Ireland Consulting Limited
Town Centre House,
Dublin Road,
Naas,
Co. Kildare,
W91 TD0P

wsp.com

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