

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.

Type of Development	Cycle Scheme
Site Location	Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village.
Development proposed by	Sustainable Transport
Display period	Advertised in the Nationalist and in the Leinster Leader on the 6 th September 2022 Public display period from 7 th September 2022- 5 th October 2022 Submissions to be made by 19 th October 2022
Submissions/observations	47 No. submissions received. A report on the submissions is included in Appendix B. A list of people who made submissions/observations is provided in Appendix C
Part 8 Reference Number	P82022.17

1. Site Location & Context

The proposed development is located in County Kildare, approximately 2.1 km north-east of Naas town centre, running generally parallel to the N7 from Junction 9, Naas North/Sallins exit to Kill. The proposed site measures approximately 4.4km in length along the L2014 from Dublin Road Roundabout to Slí na Naomh junction, east of Kill village. There are existing shared use surfaces between Johnstown and Kill which terminate as they enter the village and town. Site includes two roundabouts and a mini roundabout at Earls court, Kill.



Figure 1 – Site location

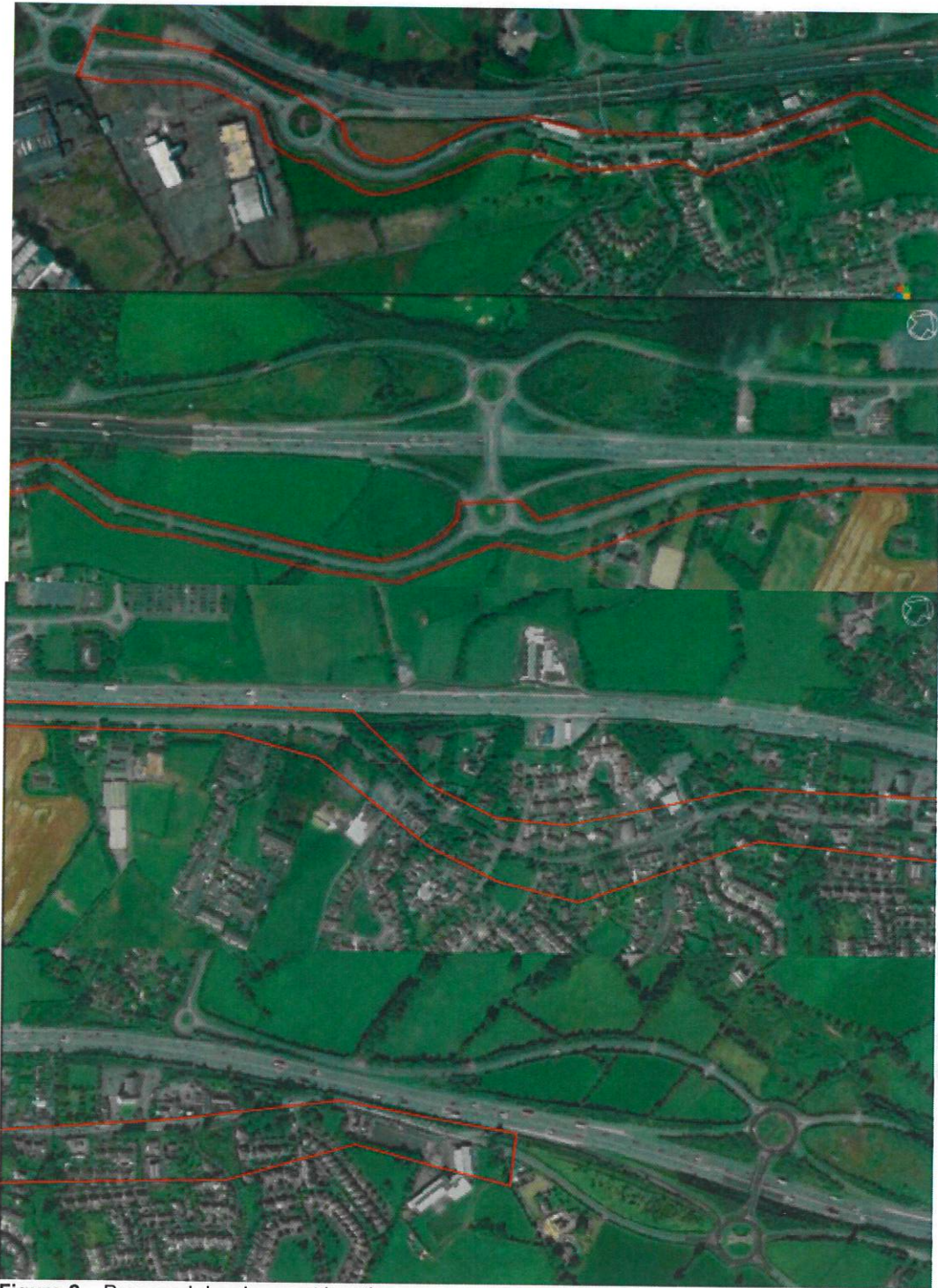


Figure 2 – Proposed development location

2. Description of the Proposed Development

The scheme comprises of a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare. The proposed works consists of;

- The provision of a 3m wide protected bi-directional cycle track in locations as shown on the Part 8 drawings.
- The provision of a 4m wide shared pedestrian and cyclist facility in locations as shown on the Part 8 drawings.
- Reduction in road carriageway width to 2 no. 3m carriageways in both Johnstown and Kill village.
- The provision of raised crossings on all side roads to prioritise pedestrian movements.
- Raised straight through cycle track crossings on all side roads to prioritise cyclists.
- Realignment of side road junctions as shown on the Part 8 drawings.
- Upgrade of a number of bus stop provisions and layouts within the extents of the scheme.
- Removal of car parking spaces in both Johnstown and Kill village to facilitate safe cycle and pedestrian infrastructure in locations as shown on the Part 8 drawings.
- The provision of 2 no. school zones (road markings and pencil bollards) outside of national schools in Kill village.
- The provision of a new controlled signalised toucan crossing at Saplings Special School in Kill village.
- The removal of an existing mini roundabout at Earls Court Estate entrance in Kill village and replacement with a standard T-junction layout

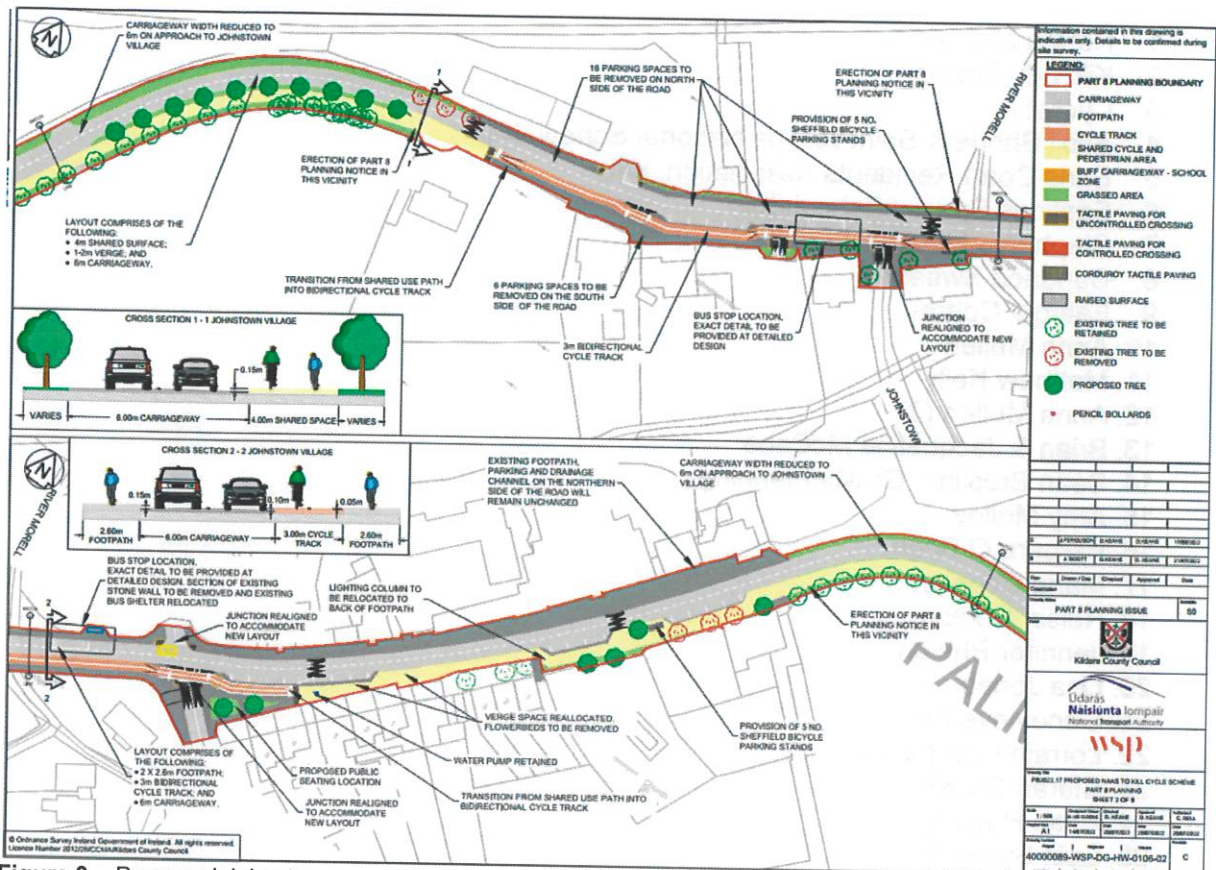


Figure 3 – Proposed Johnstown area site layout

3. Supporting Documents

The proposal is accompanied by the required plans and particulars and in addition:

- Kildare County Council Part 8 Application form
- Project Report
- Detailed Project Drawings
- AA Screening Report & Determination
- EIA Screening Report & Determination
- Arboricultural Assessment Report
- Tree Survey Assessment Drawings & Photos

4. Referrals and Consultations

The referrals and consultation process has been summarised in the 'Submission Report' prepared by the Sustainable Transport Section and an appropriate response to submissions and issues raised is contained in Section 3 of the report. There were 45 submissions received in total and the breakdown is as follows:

- Prescribed Bodies:
 1. Department of Housing, Local Government and Heritage
 2. Transportation Infrastructure Ireland
 3. Chamber of Commerce
- Public Submissions:

1. Norma Murray
2. Kill Tidy Towns
3. Cyclist.ie
4. Scoil Bhride & Saint Brigids National School, Kill
5. Earls Court Residents Association, Kill
6. Saplings Special School, Kill
7. Stephanie Lawless-Farrell
8. Candace Sweeney
9. Feargal Conroy
10. Anna Mullen
11. Matthew Kelly
12. Anna Mullen (2)
13. Brian & Jacqueline McCabe
14. Sean Breslin – Gravis Planning
15. Amy Molloy
16. Barbara O Brian
17. Maria Cooney
18. Roisin Conlon
19. Jennifer Phelan
20. Lisa Jones
21. Genevieve Frost
22. Lorraine Carpenter
23. Ciaran Crowe
24. Brian Hussey
25. Eoin Sweeney
26. Claire French
27. Dara Challoner
28. Mark Brennan
29. Liam Bradley
30. Max Bradley
31. Siobhan McGarry
32. Thomas Kinirons
33. Rochford Abbey Gardening Committee
34. Ed Barrett of Gravis Planning
35. Naas Cycle Campaign
36. Ian Glendon
37. Johnstown Community Association
38. Laura Kinirons
39. Sarah Coll
40. Laura Kinirons (2)
41. Anthony Lawlor
42. Justin Kinirons

- Elected Members + Kildare County Council Internal Sections Consultation:
 1. Cllr Fintan Brett (Naas MD)
 2. Public – Public Realm
 3. Roads, Transportation + Public Safety

A separate response to these submissions has been prepared by Sustainable transport division. The Sustainable Transport Section have proposed amendments to the scheme on foot of the submissions received. It is considered that these proposed changes are not significant.

5. Relevant Planning History

P82017.014 – ‘Old’ cycle infrastructure scheme approved along the route. The design consisted of shared use surfaces and on road cycling lanes.

6. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

- *The Project Ireland 2040 National Planning Framework*
- *Building on Recovery - Infrastructure and Capital Investment 2016 – 2021*
- *Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport; Road Safety Authority Road Safety Strategy 2013 – 2020;*
- *Transport Strategy for the Greater Dublin Area 2016 – 2035*
- *Smarter Travel – A sustainable Transport Future*
- *National Cycle Manual*
- *National Cycle Policy Framework 2009-2020*
- *Climate Action Plan 2021*
- *Health Ireland Framework 2019-2025*
- *Design Manual for Urban Roads and Streets (2013)*
- *Urban Design Manual; A Best Practice Guide, (2008)*
- *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, (2009)*
- *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, (2009)*

National Planning Framework

The National Planning Framework (NPF) is the Government’s high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance our environment. The Framework Plan identifies that the creation of compact development in existing urban centres or “Compact Growth” as the first National Strategic Outcome. The outlined policies and actions which the proposed development supports include;

- Improving accessibility to and between centres of mass and scale and better integration with their surrounding areas,
- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context. – through the provision of high-quality pedestrian and cyclist infrastructure as part of the proposed development.

Regional Spatial and Economic Strategy

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

Transport Strategy for the Greater Dublin Area 2016 – 2035

The Strategy outlines a suite of public transport and highway proposals to be implemented through the GDA over the period 2016 to 2035. The Strategy is intended to guide decisions on transport throughout the GDA and will contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people. The NTA Transport Strategy comprises a longer-term analysis of the needs of the

transport network within the GDA.

Kildare County Development Plan 2017 – 2023

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed development:

Chapter 6 – Movement and Transport

MT 1 Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.

MT 2 Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.

MT4 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 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.

PT 4 Support sustainable transport initiatives in Kildare that are consistent with the goals of Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 2009 – 2020 and other government investment programmes

PT 7 Improve access to public transport as part of road improvement projects where possible

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.

WC3 Ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within the existing areas in order to maximise access to town centres, local shops, schools, public transport services and other amenities

WC 4 Ensure that all new roads and cycle routes implement the National Cycle Manual, with a focus on a high level of service for cyclists and encouraging a modal shift from car to cycling.

WC 7 Provide for safer routes to schools within the county and promote walking and cycling as suitable modes of transport as part of the Green Schools Programme and other local traffic management improvements

WC9 Minimise wait-times for pedestrians and cyclists at junctions.

Naas Local Area Plan 2021 – 2027

The lands surrounding the proposed development are zoned G – ‘Green belt’ and T – ‘Mixed-Use’. It is the aim of the Local Area Plan 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.

The following policies/objectives of the Naas Local Area Plan 2021-2027 are of particular relevance to the proposed development:

MT1 It is the policy of the Council to promote enhanced universal permeability for pedestrians and cyclists within Naas in order to improve access to the town centre, local schools, residential areas, recreational facilities, public transport services and other amenities.

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 in the town as detailed in Table 5.2 and 5.3 and illustrated on Map 5.1 and 5.2. in conjunction with the National Transport Authority, other statutory agencies, and the relevant stakeholders. The final design details shall be subject to ecological assessment, where applicable, and undergo appropriate public consultation.

MTO 1.4 To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Naas subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Natura Impact Statement (NIS) accompanying the NTA Plan.

Kill small Town Plan

The following objectives are relevant to the proposal development

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

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. The proposed development aligns with the following 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.

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

The 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 the project. The proposal aligns with existing policy and is identified as a secondary route in the Draft Greater Dublin Area Cycle Network Plan. The cycle infrastructure is designed to best practice guidance to provide cycle priority over side roads and separate cycles from vehicles.

Built / Natural Heritage

Built Heritage	There are several protected structures in the vicinity of the site associated with Johnstown village centre and Kill town centre
Archaeological Heritage	There are several recorded monuments in the vicinity of the site associated with Johnstown village centre and Kill and town centre
Natural Heritage	<p>No SAC or SPA in close proximity to the subject site. The nearest Natura 2000 site is the Red Bog SAC (Site Code 000397), which is located approximately 7km south-east of the subject site.</p> <p>An Appropriate Assessment Report was undertaken by the Applicant. The outcome of the AA Screening is that there is no requirement for an Appropriate Assessment. The Planning Department agrees with the findings and conclusions of the AA Screening.</p>
Flood	There are sections of the scheme in Johnstown and Kill that are located within a flood zone.

7. Assessment

The lands surrounding the proposed development are zoned G – 'Green belt' and T – 'Mixed-Use' according to the Naas Local Area Plan 2021-2027. In Johnstown Village Plan, lands around the scheme are zoned A – 'Village Centre' and F – 'Open Space and Amenity' and in Kill small Town Settlement, lands are zoned A – 'Town Centre', B – 'Existing Residential/infill', E – 'Community and Educational' and F – 'Open Space and Amenity'.

The zoning objectives of these lands seek to protect and enhance amenity of residential communities and provide for education, recreation, community and health. Therefore, the principle of the proposed cycle route is acceptable.

The justification and benefit of the proposed development has been set out in the Part 8 Report prepared by the Sustainable Transport Section. Kildare County Council agrees with the rationale put forward. That the proposed development will deliver a protected cycle track with Level of Service A or A+ in accordance with the National Cycle Manual. The development 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.

The existing project area spans 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.

The project will therefore provide a dedicated cycle route from Naas to Kill comprising of a total length of c. 4.4km starting at “The Ball” roundabout located off Junction 9, the N7 and ending at the Slí na Naomh Junction, Kill Village. The scheme consists of shared use surfaces and segregated bi-directional cycle tracks.

Works comprises of the following sections

Section 1: “The Ball” to Johnstown

‘The Ball’ Naas to Johnstown Village. It consists of c.850m in length, with a 4.0m wide shared use pedestrian-cycle path and grassy verge. The 1m grassy verge will be reduced/removed to widen cycle path.

Section 2: Johnstown Village

It consists of c.530m in length, with modifications to car parking spaces, bus stops and bus lay-bys.

Section 3: Johnstown Village to Kill Village

Exiting Johnstown to Kill. It consists of c.1.6km in length, with a 4.0m wide shared use pedestrian-cycle path and grassy verge. The 1m grassy verge will be removed to widen cycle path.

Section 4: Kill Village

It consists of c.1.53km in length, with modifications to car parking spaces, roundabout and bus stops.

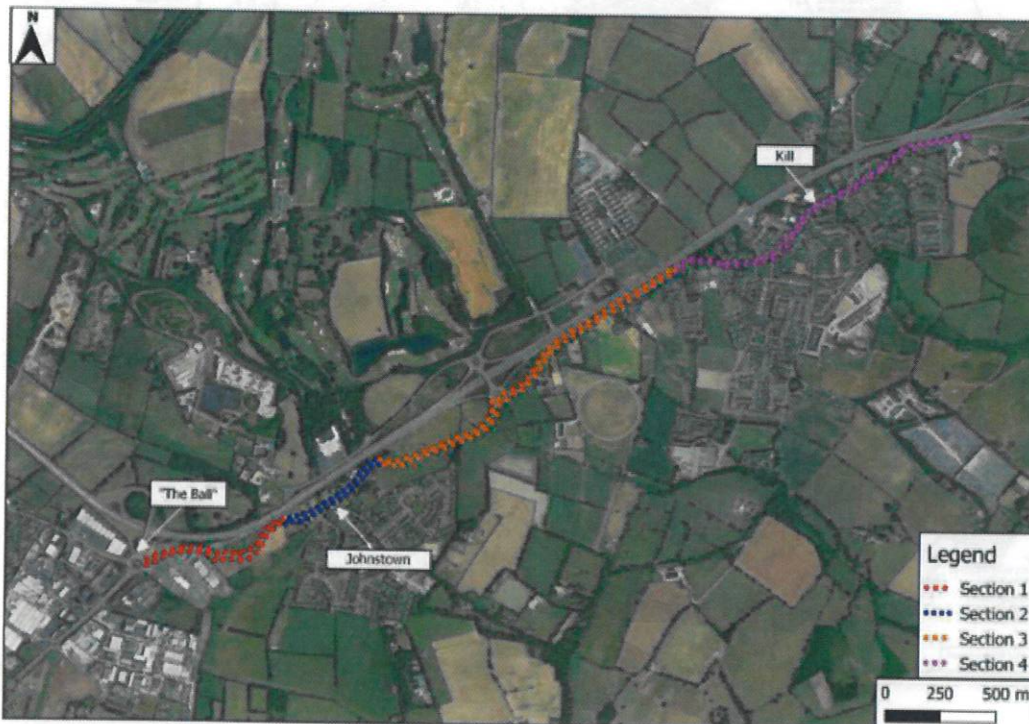
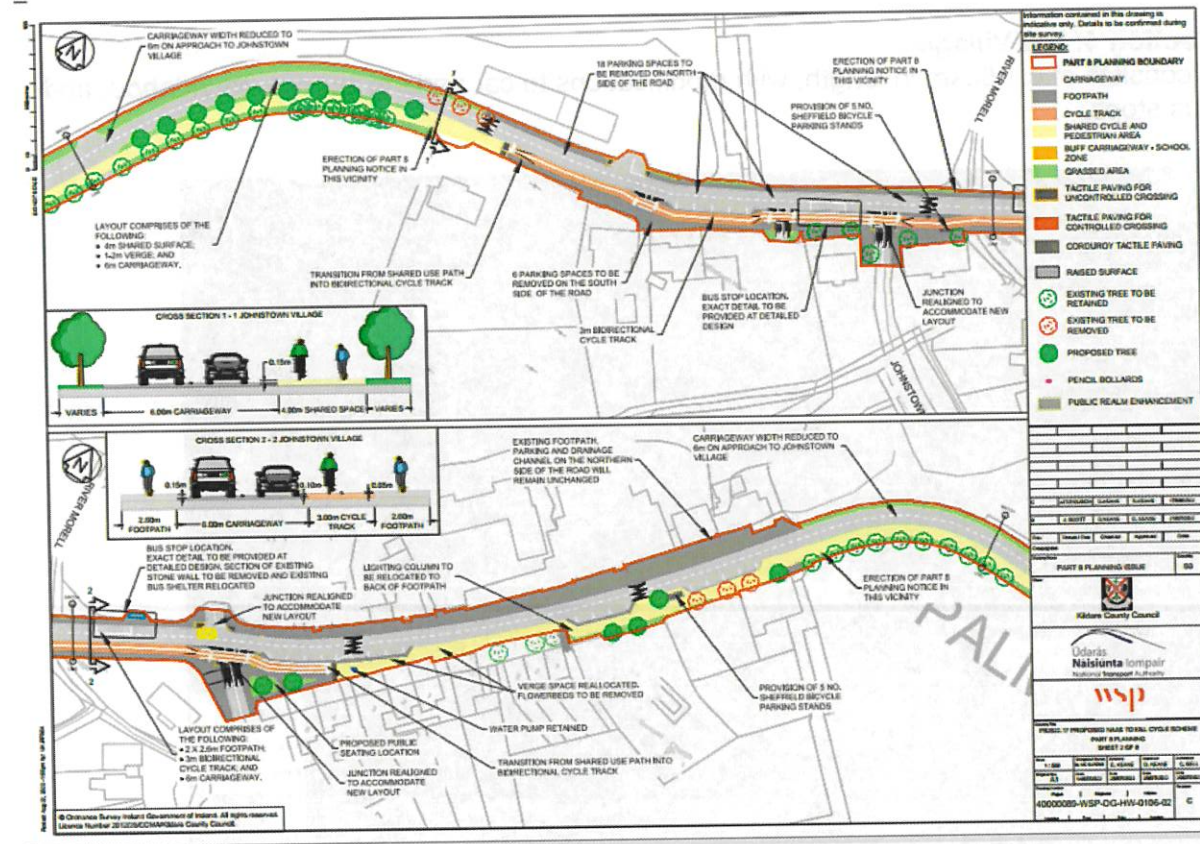
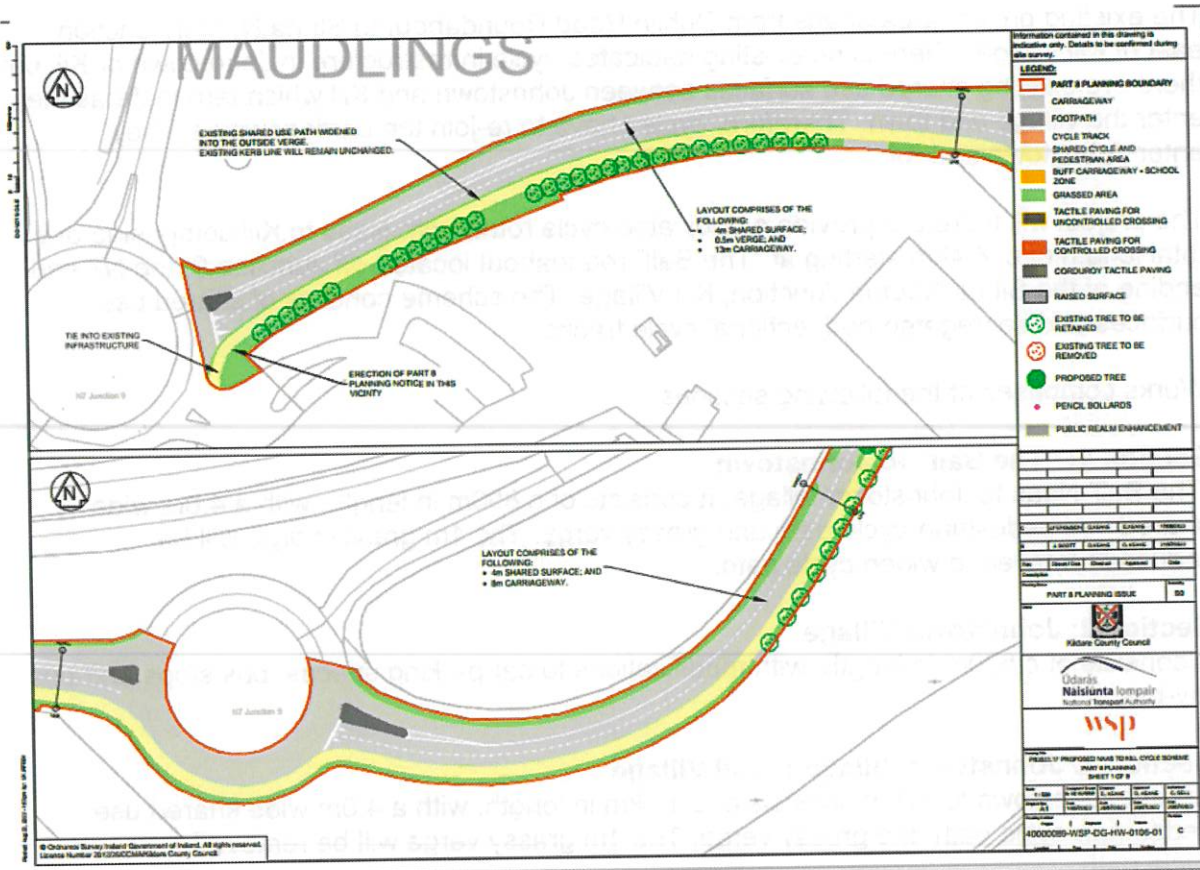
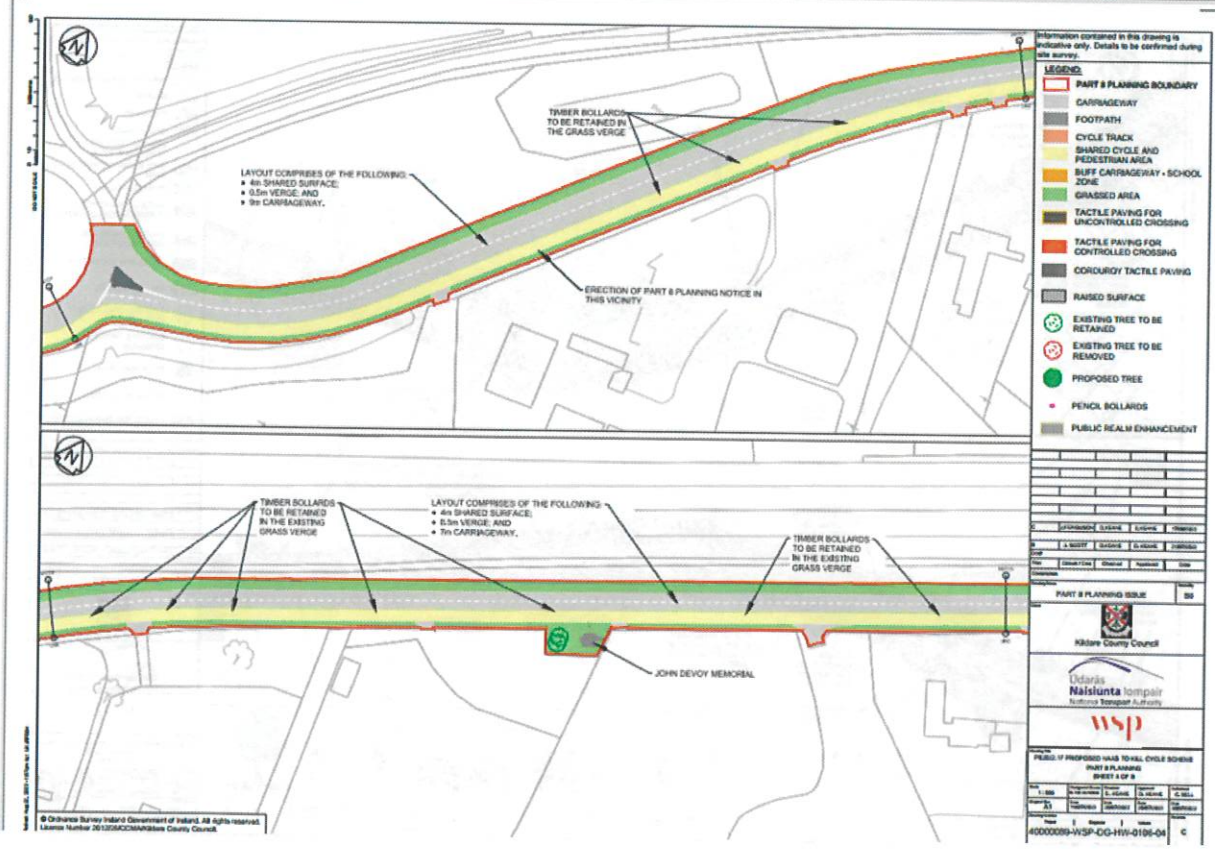
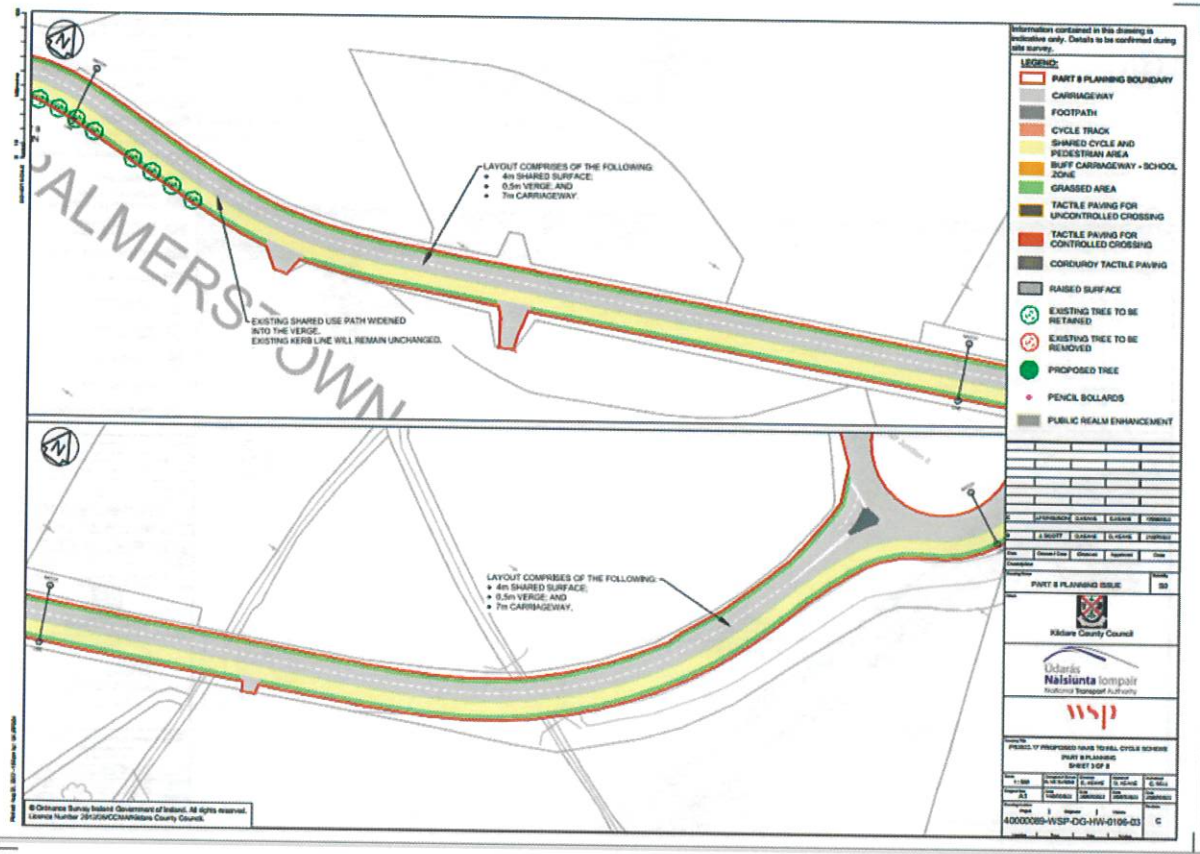
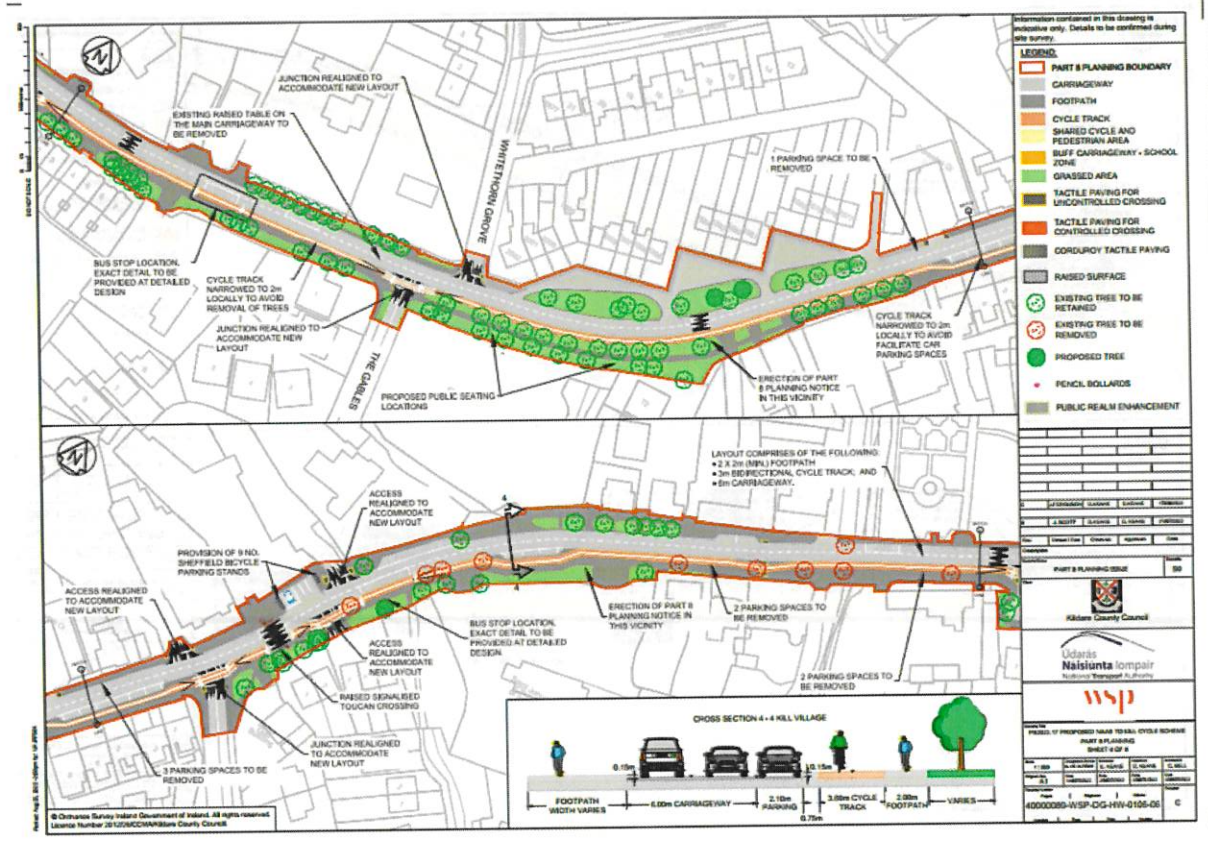
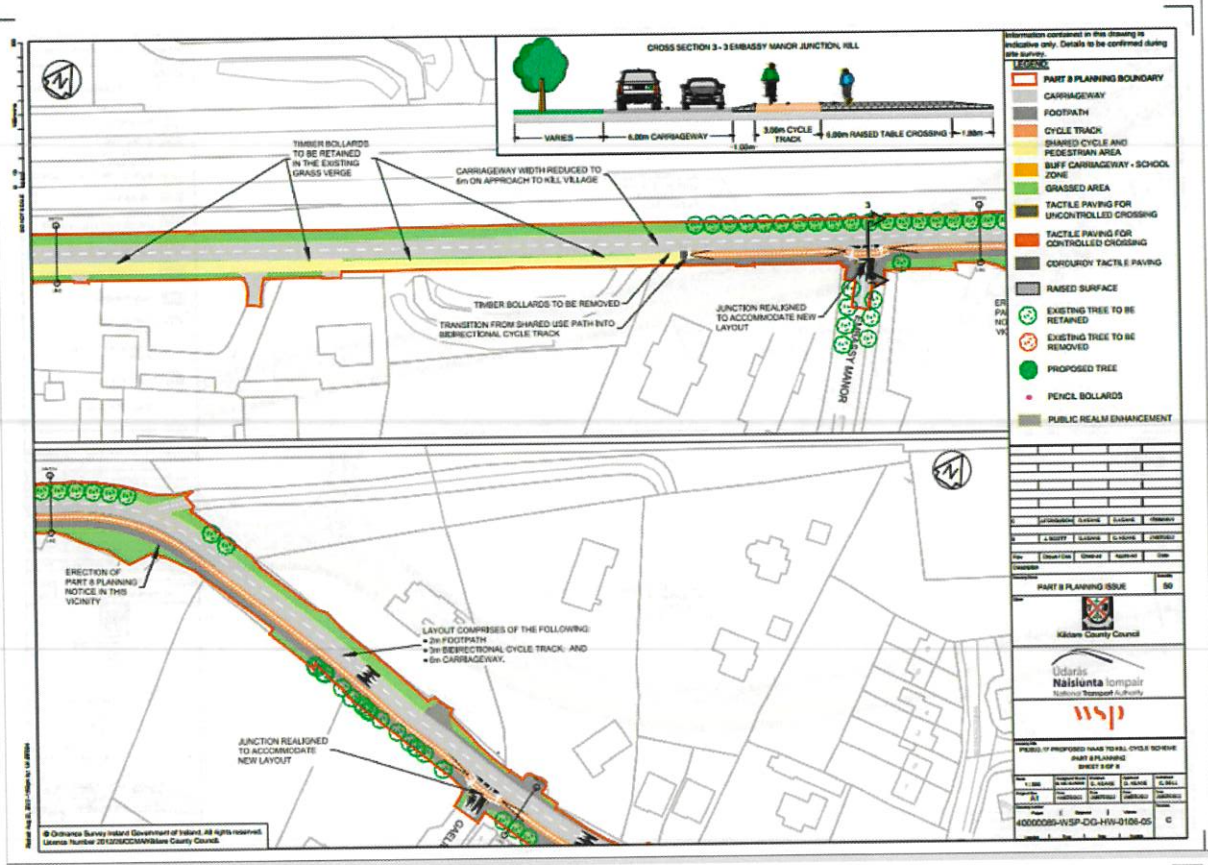


Figure 4 – Sections along proposed route







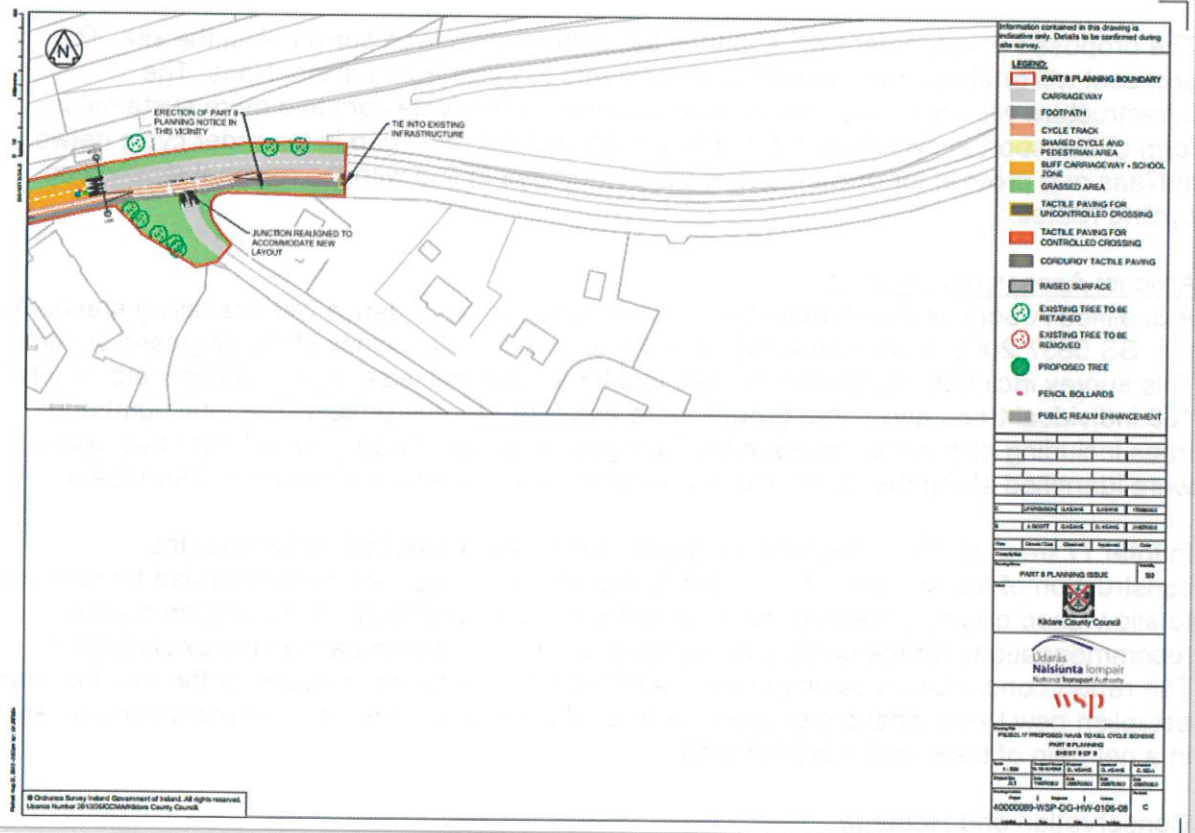
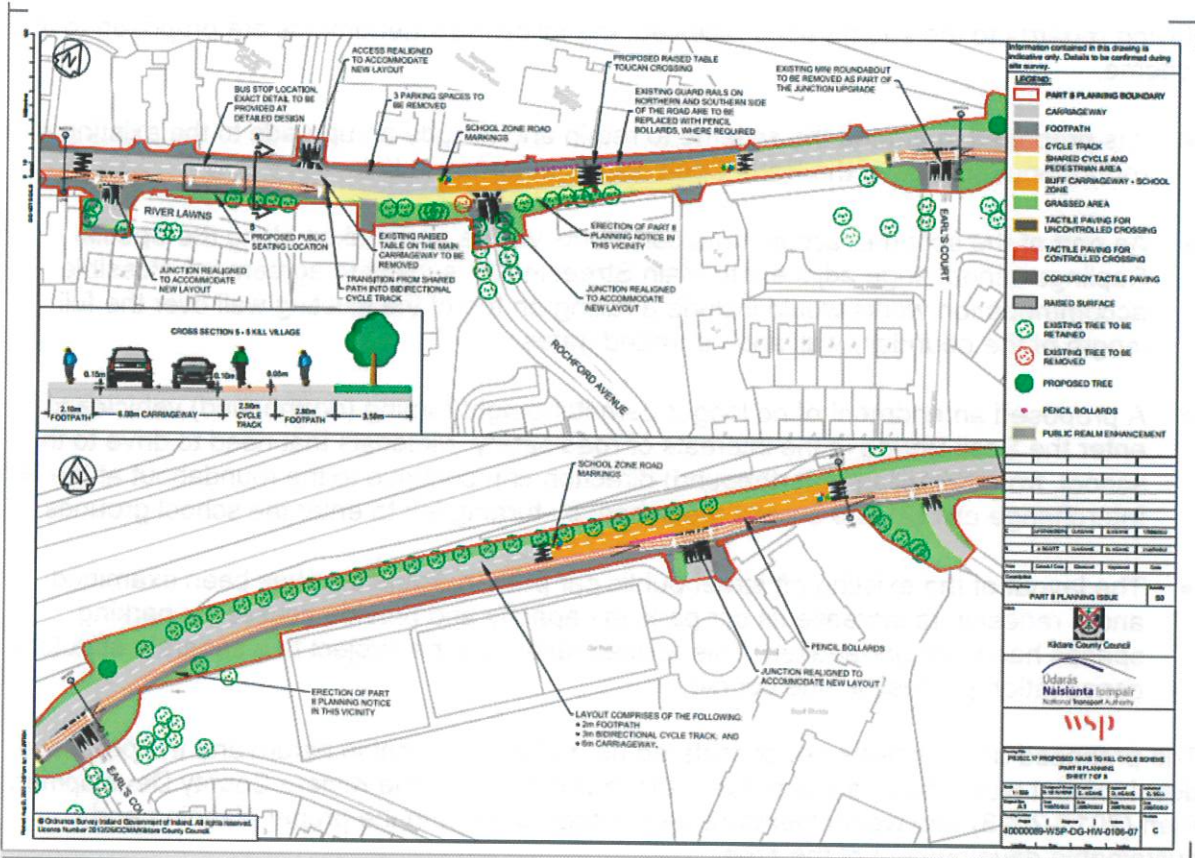


Figure 5 – Site Layout Plan

Having regards to the submissions received, the following amendments are proposed to the scheme.

- It is proposed to amend the scheme to retain and include an upgrade to the existing mini roundabout outside of the Earls Court Estate entrance in Kill.
- As part of the scheme, accommodation works will be undertaken along the Special Saplings school edge adjacent to Main Street in Kill, subject to agreement. Possible accommodation works would include a railing on top of the existing wall over the full length of the boundary wall and upgraded gates.
- A proposed amendment of no longer permitting right turning (northbound) vehicles to enter the Scoil Bhríde in the interests of road safety. Motorists that need to drive to the school, from Kill Village (northbound) direction can continue to the roundabout at the N7 Interchange exit (7) and access the school by turning left to enter the school grounds.
- The layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. This revised layout will be subject to a separate statutory consultation process in due course.

The proposed amendments are considered not to be significant in nature and 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.

The proposed development will enhance the zoning objectives surrounding the site. The proposal will enable existing and future residents to cycle from Kill into Naas. The infrastructure will encourage behavioural change from private cars to a more sustainable form of transport in cycling/walking. The project will also fill a gap in the wider cycle network in Naas and provide for onward active travel journeys in line with the regional strategy on cycling routes.

Arborist Assessment Report

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.

Conservation and Heritage

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

Traffic Management

The transport assessment of the proposed scheme indicates a negligible impact on general traffic conditions along the scheme corridor. Two vehicle traffic lanes will be retained throughout Johnstown and Kill. Furthermore, the proposed scheme would offer improved cycle and pedestrian facilities while maintaining sufficient capacity in the study area for existing vehicle flows.

The Roads and Transportation Department has no objection to the proposed development subject to relevant design standards & codes, a construction management plan prepared and other conditions as set out in Table 2 of the Submission Report by Sustainable Transport.

Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase. There are no protected views or scenic routes in the area. When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners.

Appropriate Assessment

An Appropriate Assessment Screening was carried by the Applicant in compliance with the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. The Appropriate Assessment Screening report concluded that there is no requirement for an Appropriate Assessment.

EIAR

An EIAR screening report was also included with the application. The report concluded the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

It is considered that the proposed development would assist in the realisation of the relevant Kildare County development plan and Naas local area plan policies and objectives detailed in this report. It is therefore considered that the proposed development complies with the Kildare County Development Plan 2017-2023 and the Naas Local Area Plan 2021-2027.

8. Conclusions

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023,
- The Naas Local Area Plan 2021-2027,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,

- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out below,

It is considered that the proposed Part 8

- Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and the Naas Local Area Plan 2021-2027 and would therefore be in accordance with the proper planning and sustainable development of the area.

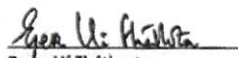
9. Recommendation

It is recommended to the Mayor and Members of the Naas Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 7th September 2022 and as amended by the Part 8 Submissions Report, except where altered or amended by the following modifications.
2. All design elements are to be completed in accordance with the relevant design standards and codes of practice
3. The proposed development shall not impair existing land or road drainage.
4. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.
5. The modifications as detailed in the Roads and Transportation and Public Realm Department report and responded to by the Sustainable Transport Section in its report on submissions, shall be agreed prior to commencement of development.
6. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office
7. In the interests of residential amenity the hours of construction activities on the site shall be restricted from Monday to Friday 07.00 - 18.00, Saturday 08.00 - 14.00 or as agreed with the Planning Department. No building activity shall be undertaken on Sundays and Bank Holidays under any circumstances.



Kehinde Oluwatosin
Senior Executive Planner
28/11/2022



Emer Uí Fhátharta
Senior Planner

November 29th 2022

Emer Uí Fhátharta
29/11/2022

APPENDIX A

APPROPRIATE ASSESSMENT SCREENING REPORT



APPROPRIATE ASSESSMENT SCREENING REPORT AND DETERMINATION

(A) Project Details	
Planning File Ref	P8 2022-17
Applicant name	Sustainable Transport
Development Location	Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village.
Site size	8.537Ha
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	The nearest Natura 2000 site is the Red Bog SAC (Site Code 000397), which is located approximately 7km south-east of the subject site.
Description of the project/proposed development	
<p>The scheme comprises of a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare. The proposed works consists of;</p> <ul style="list-style-type: none">• The provision of a 3m wide protected bi-directional cycle track in locations as shown on the Part 8 drawings.• The provision of a 4m wide shared pedestrian and cyclist facility in locations as shown on the Part 8 drawings.• Reduction in road carriageway width to 2 no. 3m carriageways in both Johnstown and Kill village.• The provision of raised crossings on all side roads to prioritise pedestrian movements.• Raised straight through cycle track crossings on all side roads to prioritise cyclists.• Realignment of side road junctions as shown on the Part 8 drawings.• Upgrade of a number of bus stop provisions and layouts within the extents of the scheme.	

- Removal of car parking spaces in both Johnstown and Kill village to facilitate safe cycle and pedestrian infrastructure in locations as shown on the Part 8 drawings.
- The provision of 2 no. school zones (road markings and pencil bollards) outside of national schools in Kill village.
- The provision of a new controlled signalised toucan crossing at Saplings Special School in Kill village.
- The removal of an existing mini roundabout at Earls Court Estate entrance in Kill village and replacement with a standard T-junction layout
- To retain and include an upgrade to the existing mini roundabout outside of the Earls Court Estate entrance in Kill.
- Accommodation works will be undertaken along the Special Saplings school edge adjacent to Main Street in Kill, subject to agreement. Possible accommodation works would include a railing on top of the existing wall over the full length of the boundary wall and upgraded gates.
- An amendment of no longer permitting right turning (northbound) vehicles to enter the Scoil Bhríde in the interests of road safety. Motorists that need to drive to the school, from Kill Village (northbound) direction can continue to the roundabout at the N7 Interchange exit (7) and access the school by turning left to enter the school grounds.
- The layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. This revised layout will be subject to a separate statutory consultation process in due course.

(B) Identification of Natura 2000 sites which may be impacted by the proposed development

			Yes/No
			If answer is yes, identify list name of Natura 2000 site likely to be impacted.
1	<p>Impacts on sites designated for freshwater habitats or species.</p> <p>Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake</p>	<p><i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i></p>	<p>No</p>

2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i>	No
3	Impacts on designated terrestrial habitats. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i>	No
4	Impacts on birds in SPAs <u>Sites to consider:</u> Poulaphouca Reservoir	<i>Is the development within a Special Protection Area, or within 5 km of same?</i>	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

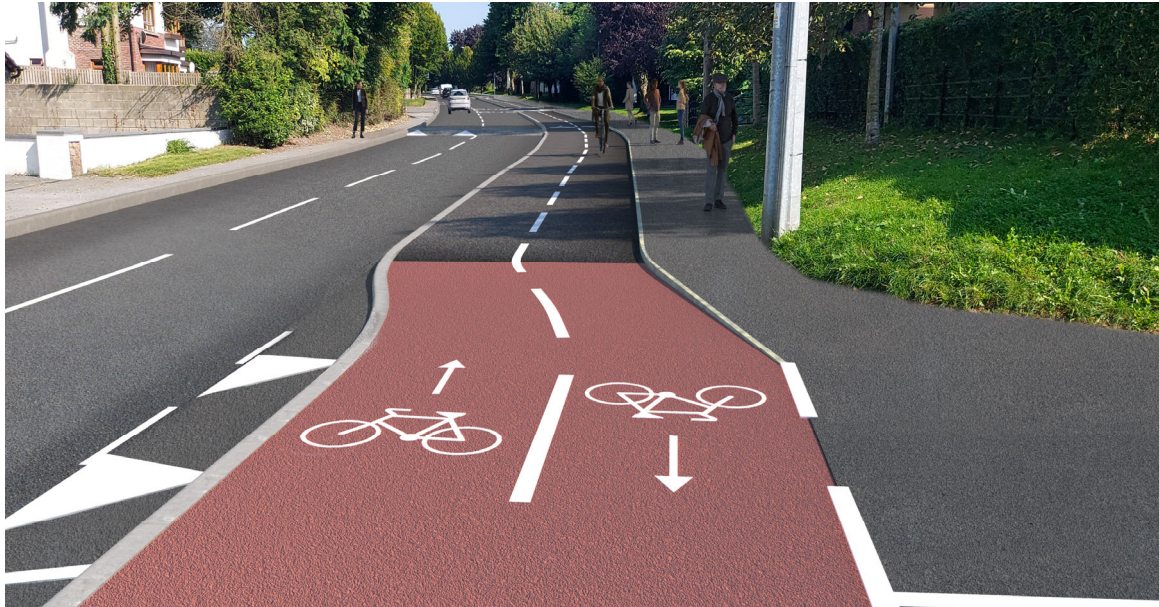
If the answer is **Yes** refer to the relevant sections of C.

(G) SCREENING DETERMINATION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Having regard to the nature and scale of development proposed, combined with the distance to the nearest SAC it is not considered that the development has the potential to significantly impact the SAC network		
Name:	Kehinde Oluwatosin	
Position	Senior Executive Planner	
	22/11/2022	

APPENDIX B
SUBMISSION REPORT (Sustainable Transport)



Comhairle Contae Chill Dara Kildare County Council



Naas to Kill (via Johnstown Village) Cycle Scheme, 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

November 2022

Naas to Kill Cycle Scheme (via Johnstown Village), Co Kildare

Part VIII Submissions Report

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	1
2. INTRODUCTION	3
3. CONSULTATIONS AND SUBMISSIONS	4
3.1 Pre-Part VIII Consultations	4
3.2 Part VIII Referrals	4
3.3 3 rd Party Submissions / Observations	36
4. CONCLUSION.....	102

APPENDIX A SITE LOCATION DRAWING

APPENDIX B CIRCULATION LIST

APPENDIX C PART VIII APPLICATION FORM

APPENDIX D DEPARTMENT AND STATUTORY BODY RESPONSES

APPENDIX E 3RD PARTY SUBMISSIONS

APPENDIX F ADDITIONAL PHOTOMONTAGES & DRAWINGS

1. EXECUTIVE SUMMARY

A total of 47 submissions were received in the relation to the Part VIII for the Proposed Naas to Kill (via Johnstown) cycle scheme, Co. Kildare (P82022-17).

A total of 1 submission from public representatives, 2 submissions from internal departments within Kildare County Council, 3 submissions from prescribed bodies and 41 submissions from the public/third parties.

A summary of the submissions are provided below.

- Public Representatives
 - Cllr Fintan Brett (Naas MD)

- Kildare County Council Internal Sections
 - Planning – Public Realm
 - Roads, Transportation & Public Safety

- Prescribed Bodies
 - Transport Infrastructure Ireland
 - Chamber of Commerce
 - Department of Housing, Local Government & Heritage

- Public Submissions
 - Kill Tidy Towns
 - Cyclist.ie
 - Scoil Bhride & Saint Brigids National School, Kill
 - Earls Court Residents Association, Kill
 - Saplings Special School, Kill
 - Stephanie Lawless-Farrell
 - Candace Sweeney
 - Feargal Conroy
 - Anna Mullen
 - Matthew Kelly
 - Anna Mullen (2)
 - Brian & Jacqueline McCabe
 - Sean Breslin – Gravis Planning
 - Amy Molloy
 - Barbara O Brian
 - Maria Cooney

- Roisin Conlon
- Jennifer Phelan
- Lisa Jones
- Genevieve Frost
- Lorraine Carpenter
- Ciaran Crowe
- Brian Hussey
- Eoin Sweeney
- Claire French
- Dara Challoner
- Mark Brennan
- Liam Bradley
- Max Bradley
- Siobhan McGarry
- Thomas Kinirons
- Rochford Abbey Gardening Committee
- Ed Barrett of Gravis Planning
- Naas Cycle Campaign
- Ian Glendon
- Johnstown Community Association
- Laura Kinirons
- Sarah Coll
- Laura Kinirons (2)
- Anthony Lawlor
- Justin Kinirons

Details of those who made a submission including a response to those submissions are set out in Section 3 of the report.

2. INTRODUCTION

This report details the consultations and submissions that came about following the Part VIII display period regarding the Proposed Naas to Kill (via Johnstown) cycle scheme, 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 07th September 2022 to 05th October 2022. Submissions could be made on or before 17:00 on the 19th October 2022.

A newspaper notice was published in the Leinster Leader and The Nationalist on the 06th September 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-naas-kill-cycle-scheme-planning-reference-p8202217>

and 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-naas-kill-cycle-scheme-planning-reference-p8202217>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 19th October 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 07th September 2022.

3. CONSULTATIONS AND SUBMISSIONS

3.1 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.	12 th August 2022	Pre-Part VIII consultation with Climate Action and Water Services
2.	17 th August 2022	Pre-Part VIII consultation with Parks, Traffic Management, Heritage, Conservation, Planning, Transportation, Housing, Public Realm, Environment, Health & Safety and Naas MD

3.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Naas to Kill (via Johnstown) cycle scheme commenced on 07th September 2022. The circulation list is included in Appendix B. The Part VIII planning application form is included in Appendix C.

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

Table 2: Part VIII Referrals

	Name	Comment	Response
Elected Members			
1.	Members of Naas Municipal District	<p>Submission received from Cllr Fintan Brett</p> <p>Kill to Naas Cycleway Ref: p8202217</p> <p>I would like to make the following submission.</p> <p>I welcome the proposed scheme and believe it will greatly add to pedestrian and cyclist safety in both villages.</p> <p>I do however have concerns,</p> <p>1,The single carriageway roadway at Kill National School will not suffice. The road is parallel to the N7 and when breakdowns/accidents occur on the N7 – motorists divert through Kill and Johnstown. It is vital that a second north bound carriageway is maintained from Earls Court to the proposed roundabout outside Kill National School to ensure this diverted traffic can proceed unhindered- the alternative is gridlock.</p> <p>2, The proposal through Kill village will I have no doubt be challenged especially as some Tidy Towns works are impacted. Can the Council confirm if any alternative routes were considered especially alongside the N7 where a roadway</p>	<p>1) The focus of this project is to provide active travel, providing additional space for traffic leads to more vehicles driving and to further traffic congestion. This project is part of the solution to reduce the number of vehicles driving through Kill by providing an alternative safe mode of travel. The area outside Kill National School has been re-examined in the context of submissions made as follows:</p> <p>The removal of the dedicated right turning lane into Scoil Bhríde is desirable for a number of reasons including to reduce the conflicts at the entrance. Following concern raised in the consultation, a proposed amendment of no longer permitting right turning vehicles to enter the school grounds at this location is considered appropriate. Motorists that need to drive to the school, from the Kill Village direction can continue to the roundabout at the N7 Interchange exit (7) and access the school by turning left to enter the school grounds.</p> <p>Based on the above, it is proposed to amend the scheme to retain and include an upgrade the existing mini roundabout outside of the Earls Court Estate entrance. Motorists exiting the school can turn left from the school and use the roundabout at the Earls Court estate entrance wishing to travel northwards.</p> <p>2) Alternative route alignments were considered as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Common</p>

	Name	Comment	Response
		<p>exists.</p> <p>3, The extent of the removal of Parking in Johnstown Village is to severe especially in the vicinity of the village shop where many older people park their cars on a daily basis to shop.</p> <p>4, Access to the shop from the off-street carpark must be improved to encourage its use.</p> <p>5, Kildare Council have only recently completed footpath & drainage works in the village on the westside of the street. These spaces approx. 10 in total should be maintained.</p>	<p>Appraisal Framework for Transport Projects and Programmes published by the Department of Transport. The provision of a two-way cycle track on the south side of the road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists.</p> <p>The route chosen forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan.</p> <p>3) The reallocation of on street parking spaces is required to accommodate the new cycle infrastructure.</p> <p>However, based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>4) A raised uncontrolled crossing is proposed west of the bus stop at the public car park to provide improved access from the public car park to the shops. The provision of a raised controlled crossing at this location will be considered at detailed design stage.</p> <p>5) In relation to the retention of the parking spaces in this area, it is proposed to reallocate this space to provide safe cycle and pedestrian infrastructure</p>

	Name	Comment	Response
		<p>6, The parking outside the village's cottages is maintained and this is very welcome.</p> <p>7, The drawings show the removal of some parking on the Southside of the village in the vicinity of Johnstown house – my understanding is that some of the parking at this location is on private property.</p> <p>8, The documents refer to the availability of spaces in the off-street carpark in Johnstown village. It should be noted that on occasions of important matches in Dublin or concerts many people park in this carpark and avail of the 126 Bus service.</p> <p>I would welcome constructive engagement with all residents in the village to ensure this project is a win win for all.</p> <p>Regards,</p> <p>Cllr Fintan Brett</p>	<p>through Johnstown village. In addition, see response to point no. 3 above.</p> <p>6) Noted. The proposed design aims to retain on street parking for residents without off street parking facilities.</p> <p>7) Four on street parking spaces have been retained at this location. Parallel parking spaces are proposed to replace the perpendicular spaces for safety reasons. It is understood that the area required to accommodate this section of the project is within public ownership and this will be checked again at detailed design stage.</p> <p>8) Noted. See response to point no. 3 above.</p>
Members of the Oireachtas			
2.	James Lawless TD	Submission by constituent Maria Cooney forwarded for consideration. This submission is addressed separately in this report.	
3.	Catherine Murphy TD	No submission received.	
4.	Bernard Durkan TD	No submission received.	
5.	Réada Cronin TD	No submission received.	
6.	Cathal Berry TD	No submission received.	

	Name	Comment	Response
7.	Martin Heydon TD	No submission received.	
8.	Patricia Ryan TD	No submission received.	
9.	Séan Ó Fearghail TD	No submission received.	
10.	Fiona O'Loughlin Senator	No submission received.	
11.	Vincent P. Martin Senator	No submission received.	
Kildare County Council			
Planning Department			
12.	Eoghan Ryan, DOS	No submission received.	
13.	Gabriel Conlon, SEO	No submission received.	
14.	Emer Ui Fhatharta, Senior Planner	No submission received.	
15.	Sharon O'Gara, A/Senior Executive Architect & Urban Designer	<p>The Strategic Projects and Public Realm team have reviewed the drawings and particulars of the Part 8 consultation for the above noted development and the proposed scheme is welcomed as it gives a strong encouragement towards active transport modes. SPPR have the following comments:</p> <p><i>Carriageways</i></p> <ul style="list-style-type: none"> • Consider narrowing the roadway entering Johnstown Village. The proposed carriageway is 8m in width. It could be reduced to 6.3m as it is in the village centre. • The use of at grade crossings of side roads is welcomed. • Consider protecting the cycleway at Kill GAA club with appropriate integrate planting as it may be used as ancillary parking during busy periods. 	Noted. The details suggested will be considered during the detailed design stage of the Project.

	Name	Comment	Response
		<p><i>SUDS</i></p> <ul style="list-style-type: none"> • SUDS: It is noted that there is little or no new area being drained as part of this proposed project and any SuDS feature would be retrofitted into the existing drainage infrastructure. Therefore, it may be more practical to provide rain garden features at entrances to the villages where the roadway is being narrowed and there is a possibility of gaining extra green space. These rain gardens could complement existing drainage and be provided where existing trees are to be removed to enhance the overall public realm of the areas. These locations would be a good candidate, as replacement for lost trees and, as a location where underground services may be absent. • Appropriate integrated planting and landscaping could give the impression of greater public realm areas and a narrower roadscape but would not materially reduce visibility. <p><i>Scoil Bhríde, Kill</i></p> <p>Local children are less likely to be driven to school in the proposed arrangement. However, older children may now be able to travel independently. It should be noted that the existing footpath is not of sufficient width to accommodate a surge of users and is not protected from parking. The extent of the proposed bollards should be extended or integrated planting/raingardens provided to protect the cycle way in the vicinity of the school.</p>	
16.	Kehinde Oluwatosin, Senior Executive Planner	No submission received.	

	Name	Comment	Response
17.	Elaine Donohoe, Executive Planner	No submission received.	
18.	Bridget Loughlin, Heritage Officer	No submission received.	
19.	Ruth Kidney, Conservation Officer	No submission received.	
Housing Department			
20.	Annette Aspell, Director of Services	No submission received.	
21.	David Creighton, A/Senior Architect	No submission received.	
22.	Alan Dunney, Senior Executive Officer	No submission received.	
Roads, Transportation, Public Safety & Development Control			
23.	Evelyn Wright, DoS	No submission received.	
24.	John McGowan, SE	No submission received.	
25.	Stephen Deegan, SE	No submission received.	
26.	Dónal Hodgins, SE	No submission received.	
27.	David Reel - Naas Municipal District Roads Engineer	No submission received.	
28.	Kevin Dunne, SEE	No submission received.	
29.	Carthac De Brí, SEE	No submission received.	
30.	Paul McDonald, SEE	No submission received.	
31.	George Willoughby, SEE	<p>Re: Part 8 Proposed Naas to Kill Cycle Scheme Co. Kildare. Planning Reference P82022.17.</p> <p>The Roads Planning Section of the Kildare County Council Roads, Transportation & Public Safety Department has examined the Part 8 documents and drawings for the proposed development of the Naas To Kill Cycle Scheme Co.</p>	Noted. The details suggested will be considered during the detailed design stage of the Project.

	Name	Comment	Response
		<p>Kildare Planning Reference P82022.17 and our Department has no objection to the proposed development subject to the following conditions and comments:</p> <ol style="list-style-type: none"> 1. All design elements are completed in accordance with the relevant design standards and codes of practice. 2. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits. 3. Kildare Roads Department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs. 4. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office.. 5. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping. 6. Paving materials should have slip resistance in both wet and dry conditions. 7. The finish surface of new road pavements to be trafficked by vehicular traffic should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved , details to be agreed with the Kildare Roads Department and the MDO 	

	Name	Comment	Response
		beforehand.	
32.	Pamela Pender, A/SEO	No submission received.	
33.	Jonathan Walsh, Traffic Management	No submission received.	
34.	Declan Keogh, Roads Safety Officer	No submission received.	
National Roads Office			
35.	Marie Whelan, SE	No submission received.	
Climate Action			
36.	Breda Maher, Regional Executive CARO	No submission received.	
37.	Paula O'Rourke, Climate Action Officer	No submission received.	
Environment Department			
38.	Colm Flynn, SEE	No submission received.	
39.	Chris Gavan, SE	No submission received.	
40.	Ken Kavanagh, SEO	No submission received.	
Water Services Department			
41.	Joe Boland, Director of Services	No submission received.	
42.	Ibrahim Bargouthi F, SE	No submission received.	
Fire Services			
43.	Celina Barrett, Chief Fire Officer	No submission received.	
Health & Safety			
44.	Michael Hurley, Health and Safety	No submission received.	

	Name	Comment	Response
	Officer		
Economic, Community and Cultural Development			
45.	Marian Higgins, A/Director of Services	No submission received.	
46.	Paula O'Brien, SEO	No submission received.	
47.	Christine O Grady, SEO	No submission received.	
48.	Simon Wallace, SE Parks Superintendent	No submission received.	
IT Department			
49.	Rory Hopkins, Head of IT	No submission received.	
Prescribed Bodies & Third Parties			
50.	Kill Tidy Towns	<p>I refer to the proposal by Kildare County Council to construct a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare, from the Dublin Road roundabout (Naas Ball) to the Sli na Naomh junction east of Kill village, via Johnstown and Kill.</p> <p>Kill Tidy Towns Committee held a meeting of interested people, representative bodies and residents' committees within the village on Thursday 13 October. The views set out in this submission represent the views expressed at that meeting.</p> <p>The Committee generally supports the development of cycle lanes where appropriate. The Committee believes that such infrastructure is hugely beneficial both from an environmental and public health perspective. A cycle lane in Kill would encourage parents to allow children cycle to school, which would have the dual benefit of providing daily exercise for children and of reducing the volume of traffic, and thus the amount of CO2 emissions, through the village. The Committee</p>	The Committee's support for the development of cycle infrastructure is welcome.

	Name	Comment	Response
		<p>supports Government policy to install cycle lanes and pedestrian ways where appropriate and necessary in order to reduce emissions from road traffic and to promote healthy and safe activity for adults and children.</p> <p>The Committee has concerns, however, about the current proposal. Before dealing with these concerns, the Committee would like to provide a short history of its work in the village as a background to its concerns about the proposed infrastructure. The Tidy Towns Committee founded in 1972 when the population of the village was less than 1,000. Since then it has worked tirelessly to develop and enhance the look of the village through constant, construction, pair, maintenance and environmental and horticultural development. The population is now over 3,000, but the Committee believes the essence of the village in the context of the Tidy Towns ethos has been maintained. This has been achieved through the hard work and dedication of volunteers in the village over many years. While the real rewards for this are the. pleasure and enjoyment of the village in full bloom and splendour, the numerous - over 20 - National Tidy Towns awards received over many years are also a confirmation of the policies and direction the Kill Tidy Towns Committee has taken over decades. In recent times the committee has embraced the biodiversity ethos, sowing over 2,000 trees throughout the area over the last three years. It is in this context that the Committee wishes to set out its concerns about the current proposal.</p> <p>In relation to the proposed cycle and pedestrian facility, the Committee is concerned that the cycleway will significantly change the face and character of the village. The Main St will lose eleven trees in all, including nine boxed hornbeam trees between River Lawns and St John's Church. The space for the freestanding floral displays will also be lost on this stretch of the Main St.</p>	<p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of</p>

	Name	Comment	Response
		<p>The Committee wishes to bring to the attention of the County Council the increased volume of traffic through Kill village with motorists avoiding the N7 whenever there are delays as a result of accidents. Narrowing the road through the village to facilitate the inclusion of a two- way cycle lane is likely to add to the traffic congestion through the village at these times, which are quite often. Proposed changes to the road lay-out at Earls court and at Scoil Bhríde, in addition to bus stops on the road lanes rather than in set-back positions, will only add to this problem.</p> <p>There is also a safety concern about the removal of railings outside Saplings School. While the aesthetics of the railings could be improved, removing them completely could have an impact on the safety of students in the school.</p> <p>The Committee questions whether the proposal will have the</p>	<p>planters.</p> <p>A landscape plan for the scheme will be completed at detailed design stage. A photomontage showing the proposed scheme on Main Street, Kill is included in Appendix F.5.</p> <p>KCC are of the opinion that the facilitation of active travel modes should enhance the character of the area by encouraging more pedestrians and cyclists to use proposed infrastructure in the village.</p> <p>The alternative to retaining all the trees along the route is to reduce the carriageway width for vehicles which would result in a one-way system along the route.</p> <p>As outlined previously, this project forms part of the solution to reduce the number of vehicles driving through Kill by providing an alternative safe mode of travel and by providing traffic calming measures in Kill village.</p> <p>The reallocation of road space for vulnerable road users is a key Government objective and the alternative to the proposals is to reconfigure the route into a one-way system.</p> <p>Access to the Saplings Special School is being maintained and accommodation works to the boundary wall are being discussed with the school directly. A photomontage has been prepared to show possible changes proposed as part of this scheme, see Appendix F.6.</p> <p>The proposal forms part of the National Transport</p>

	Name	Comment	Response
		<p>desired effect of reducing traffic volumes and encouraging the use of pedestrian/cycle activity when a significant number of children are dropped to school by parents driving to work.</p> <p>The Tidy Towns Committee would welcome engagement with the County Council with a view to reconsidering its proposal, and perhaps to consider alternative routes for the facility other than directly through Kill village. The Committee is adamant that it must maintain the look of the village that residents, and in particular the members of the Tidy Towns Committee, have worked so hard for decades to achieve.</p>	<p>Authority's Greater Dublin Area Draft Transport Strategy (2022-2042) which has similar objectives for reductions in transport emissions and a shift to sustainable transport modes to the Kildare County Development Plan and relevant Local Area Plans.</p> <p>As set out above, the alignment of this active travel corridor is contained in relevant policy documents.</p>
51.	Johnstown Tidy Towns	No submission received.	
52.	Naas Tidy Towns	No submission received.	
53.	National Monuments Service (Part of DCHG)	No submission received.	
54.	Eastern and Midland Regional Assembly	No submission received.	
55.	Office of Public Works	No submission received.	
56.	National Museum of Ireland	No submission received.	
57.	The Heritage Council	No submission received.	
58.	An Taisce	No submission received.	
59.	An Bord Pleanala	No submission received.	
60.	Failte Ireland	No submission received.	
61.	The Arts Council	No submission received.	

	Name	Comment	Response
62.	Royal Irish Academy - Culture and Heritage Working Group	No submission received.	
63.	National Parks and Wildlife Service	No submission received.	
64.	Inland Fisheries Ireland	No submission received.	
65.	BirdWatch Ireland	No submission received.	
66.	Environmental Protection Agency	No submission received.	
67.	Geological Survey of Ireland – Heritage Programme	No submission received.	
68.	Waterways Ireland	No submission received.	
69.	Transport Infrastructure Ireland (TII) - Environmental Unit	<p>Transport Infrastructure Ireland (TII) acknowledges receipt of the above Part VIII development proposal and wishes to indicate its support for the provision of safe active travel schemes for the benefit of road users.</p> <p>TII's following observations address the interface of the sections of the proposed active travel scheme between the roundabout on the R445 at N7 Junction 9 exit and the Dublin Road Roundabout at the N7 Junction 9 (Maudlins), as well as at N7 Junction 8 (Kill), both of which are within the N7 Motorway Maintenance and Renewal Contract (MMaRC) area.</p> <p>TII notes that the proposed active travel scheme includes limited works to the existing active travel facilities within the scheme area, however, it is unclear from the details provided if any works to existing signing, lining, lighting or vehicle restraint systems, etc., are proposed to the R445 and associated roundabout junctions within the MMaRC contract</p>	<p>TII's support for the scheme is welcome.</p> <p>We can confirm that no works are proposed on the existing signing, lining, lighting or vehicle restraint systems, etc.</p> <p>MMaRC will be consulted where required as part of the detailed design.</p>

	Name	Comment	Response
		<p>area. Where such works are proposed, TII recommends consultation with the MMarC.</p> <p>TII requests that the above observations are taken into consideration in the assessment of the proposed Part VIII development, to ensure the application of appropriate procedures and processes, in the interests of the safety of all road users.</p> <p>I hope that this information is of assistance to you.</p>	
70.	NTA	No submission received.	
71.	Irish Rail (TFI)	No submission received.	
72.	Bus Eireann	No submission received.	
73.	Ervia (includes GNI, IW, Aurora)	No submission received.	
74.	Irish Water	No submission received.	
75.	Sustainable Energy Authority Ireland (SEAI)	No submission received.	
76.	Chamber of Commerce	<p>RE: Naas to Kill Cycle Scheme</p> <p>1.0 INTRODUCTION</p> <p>County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.</p> <p>Given the significant breadth and depth of our membership,</p>	Positive comments are welcome and noted.

	Name	Comment	Response
		<p>and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.</p> <p>County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid-Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Proposed Kill to Naas Cycle Scheme.</p> <p>As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.</p> <p>2.0 SUBMISSION</p> <p>County Kildare Chamber welcomes the chance to comment on this proposed cycle scheme and its significant role in encouraging active travel amongst citizens in close proximity to large towns within the County. This scheme is one of a number of pieces which will be crucial to Kildare achieving climate neutrality by 2030, whilst also improving the accessibility for satellite towns connected to our larger settlements.</p> <p>The scheme is 4.4km in length and extends from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village. It will comprise of a two-way cycle track on the south side of the road, separating cyclists from both vehicular traffic and pedestrians.</p> <p>County Kildare Chamber has consistently strived to advocate</p>	

	Name	Comment	Response
		<p>for Sustainable Cities and Communities. We strive to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in Kildare.</p> <p>With this in mind, we believe that there are a number of connected synergies with housing, transport and social infrastructure needed to create sustainable county development. For the '10 minute settlement' concept to become a reality, active travel and pedestrian and cycle scheme's like this one will need to be significantly increased.</p> <p>This East-West link is very positive and offers good mobility for cyclists and pedestrians, as it takes account of urban permeability and offers a safe traffic free route for non-motorists.</p> <p>For those considering switching their primary travel mode to cycling, safety and confidence is a key concern that often wards off this activity. A filtered and safe system should always be the prime focus of any community development, especially an active travel scheme with accessibility for multiple types of road users, pedestrians, cyclists, and motorists.</p> <p>An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber we have a number of concerns around this plan.</p> <p>Specifically, a filter lane into Scoil Bhride is a necessity. With a high volume of the public using cycle paths, footpaths and motor traffic lanes at peak times, safety will be a primary concern for many specifically during morning rush hour and afternoons with pickups. The filter lane will also ensure that traffic flow will continue and not impede other road users.</p> <p>County Kildare Chamber further believes when looking at</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>On street parking spaces are being retained where</p>

	Name	Comment	Response
		<p>Johnstown and Kill, the Council needs to take a historic look at settlements, traffic flow and general movement of the towns. The Chamber believes removal of car parking spaces will be a matter of concern to many residents who use these spaces regularly for on street parking. Many residents who commute to other areas for work, like Dublin, also use spaces with many using the old garden centre area on Johnstown Manor.</p> <p>We understand the Council has stated that for the spaces taken away, the public car parks in both towns should have enough availability to deal with this. However, this does not consider residents in the area using these spaces on a daily basis.</p> <p>3.0 CONCLUSION</p> <p>County Kildare Chamber welcomes the chance to comment on a Kill to Naas Cycle Scheme. This plan will also feed into the County Development Plan and other Government priorities to create a more seamless, whole approach for the sustainable development of Naas and its surrounding satellite towns. This development will mean a safer way for the public to travel through Naas and the surrounds. We believe it will also increase the numbers using active travel and transport options, as these modes of transport will now be amenable.</p> <p>This development and others promoting active forms of transport will go a long way to making towns and villages more sustainable in Kildare. However, we would like to particularly highlight the need for a filter system at Scoil Bhride, and a more rounded view of the removal of car parking from both Johnstown and Kill.</p> <p>We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do</p>	<p>possible with a priority for residential parking for those without off street parking facilities.</p> <p>This issue has been addressed previously in the report with a proposal to redesign the existing off street public car park in Johnstown to increase its car parking capacity and provide accessible parking spaces. There are no marked accessible parking spaces within the village and the redesigned public car park in Johnstown will address that.</p> <p>The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. It should be noted that the redesign public car park will be subject to a statutory consultation process in due course.</p>

	Name	Comment	Response
		not hesitate to contact us if you have any queries regarding this submission. County Kildare Chamber	
77.	Kildare Archaeological Society	No submission received.	
78.	Health Service Executive	No submission received.	
79.	HSE National Office - Health and Wellbeing	No submission received.	
80.	ICOMOS Ireland	No submission received.	
81.	ESB Fisheries Office	No submission received.	
82.	ESB Head Office	No submission received.	
83.	Irish Georgian Society	No submission received.	
84.	North Kildare Trout & Salmon Anglers Association	No submission received.	
85.	Cyclist.ie	1 Introduction Cyclist.ie, the Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the European Cyclists' Federation. Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling. Cyclist.ie warmly welcomes this proposed scheme from the outskirts of Naas to the village of Kill, a route that has the	Positive comments and suggestions are noted and welcome.

	Name	Comment	Response
		<p>potential to be transformative, and opens up safe and relatively pleasant cycling and walking from Naas Town to Kill Village.</p> <p>However, despite the general high quality of this proposal we have a number of comments and suggestions that we recommend, to improve the proposal even further - see Section 2 below.</p> <p>2 Comments</p> <p>2.1 Scheme Extents This proposed scheme extends from the Dublin Road roundabout to the eastern end of Kill Village. It is critical that the original proposed cycle route scheme from the Dublin Roundabout into Naas Town Centre is developed, to ensure safe cycling for all from Naas to Kill. This proposed route must link into the improved Dublin Road scheme into Naas town centre.</p> <p>2.2 Scheme Quality The overall quality of the scheme is of a high standard, but we are disappointed that no cycling links are proposed from the Johnstown Roundabout (east of Johnstown) to the northern side of the N7 and the various services available there.</p> <p>2.3 Speed Limits We suggest that 30kph speed limits should be applied in both Johnstown Village and Kill Village, rather than the present 50kph. This recommended urban limit should also extend eastwards past St Brigid's school as it will support the safer movement of pedestrians and cyclists in these areas. The 30kph speed limits can partly be facilitated by reducing the carriageway width in both villages to 5.5metres.</p>	<p>2.1 A cycle scheme along Dublin Road, Naas is currently in the detailed design phase. This project will form an important part of the Kildare cycle network and connect into other developing proposals in the Naas area to provide a coherent network that enables people to cycle for their everyday journeys.</p> <p>2.2. This scheme focuses on improving the cycle connection between Naas and Kill in line with the Greater Dublin Area Cycle Network Plan. A cycle link from Johnstown Roundabout (east of Johnstown) to the northern side of the N7 is outside the scope of this project but will be considered as part of future schemes in the area.</p> <p>2.3 The current proposed design provides a 6m carriageway and 50kph speed limit through Johnstown and Kill. The reduction in speed limit is subject to a county wide review of speed limits and is subject to a separate statutory process.</p>

	Name	Comment	Response
		<p>2.4 Roundabout Removal We note and applaud the removal of the small roundabout at Earl's Court, and its replacement with a standard T junction with priority for the main road and cyclists, particularly in the vicinity of St Brigid's School.</p> <p>2.5 Junction Raised Tables We commend the inclusion of raised tables at all side junctions, which facilitate slower and more careful vehicle movements, and the safer passage of bikes and pedestrians across those junctions.</p> <p>2.6 Carriageway Width We note the proposed standard carriageway width of 6metres across the full scheme, but we suggest the reduction of this width to 5.5metres within the villages of Johnstown and Kill. This will both encourage slower and safer vehicle speeds and enable greater width for pedestrians and/or cyclists at pinch points, as well as opening the potential to provide a continuous cycle track in the proposed shared section between St Brigid's Church and Earls Court. It is important to prioritise the active travel movement.</p> <p>2.8 Removal of Railings While we are delighted to see the proposed removal of the ugly and unsightly railings on the north side of the road at the Saplings Special School, we urge the removal of all of the railings in this vicinity. They are an unnecessary encumbrance.</p> <p>2.9 Shared Space Shared space for cyclists and pedestrians is ideally not the</p>	<p>2.4 As a result of this consultation process, KCC intend to retain and upgrade the existing mini roundabout outside of the Earls Court Estate entrance to facilitate safer vehicle movements through this junction. People walking and cycling through this junction will not have to enter the roundabout on road and therefore provides a similar quality of service.</p> <p>2.5 Noted, this will be considered as part of the detailed design of the scheme.</p> <p>2.6 The current proposed design provides a 6m carriageway in line with the Design Manual for Urban Road and Streets for arterial and link streets. The further reduction of the carriageway to 5.5m in localised areas will be considered as part of detailed design, however, as this is a primary bus route, this will need to also be considered. In relation to the section of shared surface between St Brigid's Church and Earls Court, under the proposed design, a localised section of this carriageway has been reduced to 5.5m to accommodate a 3m wide shared surface in this area.</p> <p>2.8 The proposed design removes all on street guardrails.</p> <p>2.9 Due to existing pinch points and constrained environment, the existing cross section does provide</p>

	Name	Comment	Response
		<p>best option, particularly in urban areas. The present National Cycle manual in Section 1.9.3 clearly states that 'shared facilities should be avoided in urban areas as far as possible'. In the case of this project we urge the designers to revisit the 200m section between St Brigid's church and Earls Court, to work to provide a continuous separated cycle track through Kill Village. We are broadly happy with the proposed 4metre wide shared space outside the 2 villages.</p> <p>2.10 Pedestrian Crossings We note the only 2 proposed (Toucan)crossings are in Kill Village, and while we are happy to see the present uncontrolled crossings upgraded, we suggest the consideration of the use of extra Zebra or Wombat Crossings in these village locations as well.</p> <p>2.11 Trees We note the removal of a number of roadside trees in Kill Village, but we note also the overall increase in proposed tree planting. We welcome the general improvement in the public realm of Kill Village. This is also important in the context of Kill's pride in its Tidy Towns entry.</p> <p>2.12 Bus Stops The final location and design of bus stops is of course critical, in particular as Rural Link and other routes expand. We agree with the Council's approach in making final decisions at the implementation stage.</p>	<p>the required space for cycle tracks throughout Johnstown and Kill. Where these pinch points exist, cycle tracks transition into shared use surfaces to avoid further impact on trees, community woodlands (opposite Saplings School), private property, parking, etc.</p> <p>In relation to the section of shared surface between St Brigid's Church and Earls Court, under the proposed design, a localised section of this carriageway has been reduced to 5.5m to accommodate a 3m wide shared surface in this area. This section of shared surface will be reviewed as part of the detailed design.</p> <p>2.10 The provision of additional crossing facilities in both villages and upgrading of uncontrolled crossings will be reviewed and considered as part of the detailed design.</p> <p>2.11 Noted</p> <p>2.12 Noted</p>

	Name	Comment	Response
		<p>3 Summary/Conclusion</p> <p>Cyclist.ie warmly welcomes this proposed active travel scheme linking the town of Naas with the villages of Johnstown and Kill. However, as outlined above, we particularly urge consideration of the following items in drawing up the final scheme:</p> <ul style="list-style-type: none"> • Narrowing of the main carriageway through both villages to encourage lower vehicle speeds, and enable a better quality and continuous cycle track • Consideration of the addition of Zebra/Wombat crossings in further locations in both villages • Reduction of the posted speed limit from 50kph to 30kph in the villages of Johnstown and Kill in line with current guidelines. • Remove all the unsightly railings from outside Saplings Special school • Upgrade the cycle route from the Dublin Roundabout to Naas Town Centre, in line with a previous Part 8, to ensure that there is a complete safe route from Naas Town Centre to Kill Village. <p>Cyclist.ie is happy to discuss any of the above at any stage with the scheme designers.</p> <p>Cyclist.ie Infrastructure Coordinator</p>	
86.	Cycling Ireland	No submission received.	
87.	Health & Safety Authority	No submission received.	
88.	Road Safety Authority	No submission received.	
89.	Dept. of Housing, Local Government and Heritage	Re: Notification under Article 28 (Part 4) or Article 82 (Part 8) of the Planning and Development Regulations, 2001, as amended.	Noted. The details and requirements outlined will be considered during the detailed design and construction stage of the project.

	Name	Comment	Response
		<p>Re: Part 8 application Planning Reference P82022.17 for the proposed Naas to Kill Cycle Scheme</p> <p>A chara,</p> <p>I refer to correspondence on 9th September received in connection with the above.</p> <p>Outlined below are archaeological observations/recommendations co-ordinated by the Development Applications Unit.</p> <p><u>Archaeology</u> The Department of Housing, Local Government and Heritage has reviewed the documentation provided with this application. It is the recommendation of this Department that archaeological monitoring, as described below, be included as a condition of any grant of planning that may issue.</p> <p><u>Archaeological Requirements:</u></p> <ol style="list-style-type: none"> 1. The developer is required to employ a suitably qualified Archaeologist to monitor all groundworks associated with this development. No groundworks of any type are to take place in the absence of the Archaeologist without his/her express consent. 2. The Archaeological Monitoring must be carried out under licence from the National Monuments Service and in accordance with an approved method statement; note a period of 5-6 weeks should be allowed to facilitate processing and approval of the licence applications and method statement. 3. The report of the archaeological monitoring should include photographs of the area before, during and after monitoring has taken place, as well as detailed photographs of specific 	

	Name	Comment	Response
		<p>areas, as required.</p> <p>4. A key plan, clearly showing the location and direction from which photographs were taken should be included in the report. (An annotated site location map will suffice for this purpose).</p> <p>5. Should archaeological material be found during the course of monitoring, the Archaeologist may have work suspended in the area of archaeological interest, pending a decision of the Planning Authority, in consultation with this Department, as to how best to deal with the archaeology. The developer shall be prepared to be advised by this Department with regard to any necessary mitigating action (e.g. preservation <i>in situ</i>, and/or excavation) and shall facilitate the archaeologist in recording any material found.</p> <p>6. Upon completion of the archaeological works, the Planning Authority and the Department of Housing, Local Government and Heritage shall be furnished with a report describing the results of the monitoring.</p> <p><u>Reason:</u> To ensure the continued preservation (either <i>in situ</i> or by record) of places, caves, sites, features or other objects of archaeological interest.</p> <p>You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@npws.gov.ie, where used, or to the following address:</p> <p>The Manager, Development Applications Unit (DAU), Government Offices, Newtown Road, Wexford, Y35 AP90</p>	
90.	Córas Iompair	No submission received.	

	Name	Comment	Response
	Eireann		
91.	Chief Fire Officer	No submission received.	
92.	Minister for Transport, Tourism and Sport	No submission received.	
93.	National Tourism Development Authority	No submission received.	
94.	Dept. of Jobs, Enterprise & Innovation	No submission received.	
95.	An Garda Síochána	No submission received.	
96.	Commission for Railway Regulations	No submission received.	
97.	Gáis Networks Ireland	No submission received.	
98.	Commission for Regulation of Utilities	No submission received.	
99.	Industrial Development Authority Ireland	No submission received.	
100.	Irish Wildlife Trust	No submission received.	
101.	Tree Council of Ireland	No submission received.	
102.	Eir Group HQ	No submission received.	
103.	Dept. of Agriculture, Food and the Marine	No submission received.	
104.	Dept. of Education	No submission received.	
105.	Depart. of Children, Equality, Disability, Integration and Youth	No submission received.	
106.	Dept. of Enterprise,	No submission received.	

	Name	Comment	Response
	Trade and Employment		
107.	Dept. of Environment, Climate and Communications	No submission received.	
108.	Dept. of Further and Higher Education, Research, Innovation and Science	No submission received.	
109.	Dept. of Housing, Local Government and Heritage	No submission received.	
110.	Dept. of Rural and Community Development	No submission received.	
111.	Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media	No submission received.	
112.	Department of Transport	No submission received.	
113.	Irish Rail	No submission received.	
114.	Tec Security, Johnstown	No submission received.	
115.	Tailored Equestrian, Johnstown	No submission received.	
116.	Victoria Garden, Johnstown	No submission received.	
117.	Centra, Johnstown	No submission received.	
118.	The Owner (Residential Property), Johnstown	No submission received.	

	Name	Comment	Response
119.	Johnstown Inn, Johnstown	No submission received.	
120.	Sunny Dry Cleaners, Kill	No submission received.	
121.	The Owner (Residential Property 1), Kill	No submission received.	
122.	The Owner (Residential Property 2), Kill	No submission received.	
123.	The Owner (Residential Property 3), Kill	No submission received.	
124.	EuroSpar, Kill	No submission received.	
125.	Kildare Tool Making Services Limited, Kill	No submission received.	
126.	Mollys Barber Shop, Kill	No submission received.	
127.	Ladbrokes, Kill	No submission received.	
128.	The Owner (Residential Property 4), Kill	No submission received.	
129.	The Owner (Residential Property 5), Kill	No submission received.	
130.	The Owner (Residential Property 6), Kill	No submission received.	
131.	Parish Office (Saint Brigids Catholic Church), Kill	No submission received.	

	Name	Comment	Response
132.	Scoil Bhríde & Saint Brigids National School, Kill	<p>We received correspondence from you about proposed works to take place involving exciting developments from Naas to Kill. While we realise it is at a consultation phase still, there are some troubling drawings being proposed and published.</p> <p>According to the plan, what we can see, there would be a single east bound traffic lane passing outside this school. (towards Dublin).</p> <p>According to the plan, what we can see, there would be a single West bound traffic lane passing outside this school. (towards Kill Village). There doesn't appear to be a dedicated east bound turn right lane for access to the school grounds. (from Kill village) With the result, we can only imagine traffic chaos arising even with a really small amount of traffic trying to access the school from Kill. We can only imagine any congestion within the school grounds having a massive effect on any through traffic in the village.</p> <p>Currently, the school's traffic management plan is for motorists to exit left only and use the mini roundabout at Earl's Court if they need to go towards Dublin. While this is not particularly effective, it is all we have. I am sharing our thoughts with you as while we don't want to overstate the potential problems, it could be chaotic quite quickly. I would expect without some form of roundabout that traffic could struggle to emerge from Earl's Court also.</p> <p>I am happy to engage and offer supports in any way I can. Le meas,</p> <p>Brendan Kelleher.</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
133.	Earls Court Residents Association, Kill	<p>Proposed Naas to Kill cycle Route and Associated works</p> <p>Earls Court Resident Committee are making a submission in relation to the above-named scheme. Our submission relates to the Kill Village section. We would comment as follows:</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed to retain and upgrade the existing mini roundabout outside of the Earls Court Estate entrance.</p>

	Name	Comment	Response
		<p>The 2017 plans note a change to the junction at Scoil Bhríde as follows:</p> <p>The access to Scoil Bhríde is proposed as a mini roundabout. This will give greater priority to vehicles right turning in to and out of the school grounds, slow approach speeds of through traffic and ease traffic management issues at the school. The proposed mini roundabout central island is designed to slow small vehicles down, forcing them to turn around the island but will allow for larger vehicles to overrun, particularly for those larger vehicles wishing to gain entry to the school grounds. Between both junctions the shared path provision is provided in the form of a 4.0m wide path with adjacent 1.0m verge.</p> <p>October 2022 proposal indicates that the access to Scoil Bhríde is no longer a mini roundabout.</p> <p>Will traffic be allowed to turn right on exiting the school? We note that the new junction will see the current right filter lane removed. The committee feel that this will lead to significant traffic delays. Traffic to Dublin will be unable to pass school traffic on the left as is currently the case. Currently traffic exiting Scoil Bhríde must turn left and must continue their journey northbound via the Earls Court mini roundabout. However, this proposal will see the Earls Court mini roundabout removed. How will traffic exiting the school continue journey northbound. We fear that Earls Court will be used as a "rat run" for school traffic heading northbound via Hillfort.</p> <p>Change of Junction at Earls Court</p> <p>Residents have expressed concern regarding the ability to exit Earls Court at school drop off and collection times. It will be very difficult to exit the estate via this new junction.</p>	<p>Sightlines have been considered through the preliminary design at all side roads and will be further reviewed through the detailed design.</p>

	Name	Comment	Response
		<p>Residents are concerned with the visibility of traffic heading southbound. Visibility needs to be improved.</p> <p>Kill village has seen many new housing developments in recent years. Hartwell Road area of Kill has seen many these developments. Residents in this area must use their car when travelling to the school and therefore we would suggest that the cycleway will not be used by residents of Hartwell road area. Therefore, we would suggest that the Cycle Lane would not go through the village as outlined below.</p> <p>The Committee request an oral hearing in relation to these propose works.</p> <p>The Committee recognise the importance of such schemes and the attempt to improve lifestyles, the environment while also encouraging physical activity. However, we would request that the Council meet with the Resident committee and all interested parties to agree a satisfactory outcome.</p> <p>Earls Court Residents.</p>	<p>The route chosen forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan. Additional feeder cycle tracks can be considered in the area if deemed appropriate.</p> <p>There is no scope within a statutory Part 8 consultation process for the hosting of an oral hearing for this scheme.</p>
134.	Saplins Special School, Kill	<p>As the principal of Saplins, Kill I have a concern that the safety railing is going to be removed outside the school premises under the proposal of the new cycle scheme. There is already very little protection there for our children who will be using our front play area and the garden area. Our wall is quite low and it would be easy for our older children to get over it. The current railings so offer us an added layer of protection from the traffic on the road. If they were replaced with the proposed pencil bollards I would be concerned that there wouldn't be the same level of protection.</p>	<p>Following discussions with school officials, it is our understanding that the existing gated entrances that face onto Main Street are not used to access the school and instead the vehicular entrance to the west of the school is the main entrance.</p> <p>In order to alleviate any concerns, as part of the scheme KCC intend to carry out accommodation works along the school edge adjacent to Main Street, subject to agreement. Possible accommodation works would include a railing on top of the existing wall over the full length of the boundary wall at the</p>

	Name	Comment	Response
			<p>school (adjacent to Main Street). In relation to the accesses to school onto Main Street, the height of the wall piers will be increased to match the proposed railing height and a new gate of similar height to the proposed railing can be installed. The pedestrian access will remain unchanged.</p> <p>Furthermore, a "School Zone" is proposed in front of this school to highlight its presence to drivers. This will provide traffic calming in front of the school and comprises narrowing the carriageways, road markings, coloured road surface, inclusion of pencil bollards at designated locations and inclusion of a signalised raised toucan crossing.</p> <p>A photomontage has been prepared to show the changes proposed at the Saplings Special School as part of this scheme, see Appendix F.6.</p>

3.3 3rd Party Submissions / Observations

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

Table 3: 3rd Party Submissions

No.	Name	Comment	Response.
3rd Party			
1.	Stephanie Lawless-Farrell	<p>The current plans will have the effect of eroding the character of Johnstown village, an area first noted in historical recordings in the 12th century. The proposed plans have the effect of changing the area from being a quaint, local village destination to merely a predominantly concrete drive-through.</p> <ul style="list-style-type: none"> removing existing trees in the village removing existing flowerbeds removing existing grassed areas additionally, removing parking spaces limits the likelihood of visitors to the village. 	<p>This project reallocates existing carriageway space and some existing green space to accommodate active travel infrastructure. This will impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme.</p> <p>The scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages and the Council is committed to work with both committees to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p> <p>On street parking spaces are being reduced but the existing off street car parks can accommodate the reduction. On street parking spaces are being retained where possible with a priority for residential parking for those without off street parking facilities.</p> <p>However, based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p>

No.	Name	Comment	Response.
		<p>The current plans raise safety related concerns in general, however for the purpose of this submission, observations relate specifically to the impacts to the area directly in front of Johnstown Lodge a listed building.</p> <p>proposed plans seem to remove the only safe parking in front of the house. As a family with a baby, parking elsewhere is not feasible.</p> <p>proposed plans seem to require that that we park in the shared bicycle / path area and reverse directly into incoming cyclists.</p> <p>For the purpose of this submission, observations relate specifically to the impacts to the area directly in front of Johnstown Lodge a listed building and family home.</p> <p>This house was purchased recently, and lengthy renovations undertaken with a view to maintaining the character of the building and offering our family a level of privacy.</p> <p>proposed plans seem to remove the grassed area in front of the house such that cyclists / pedestrians would pass very close to the house.</p> <p>proposed plans look to remove the trees directly in front of the house which as above, afford us a level of privacy for day to day living.</p>	<p>Driveway access to Johnstown Lodge will be retained with a dished kerb to enable a vehicle to cross the shared path. In addition, four on street parallel parking bays are also being retained.</p> <p>A 5m wide shared surface is proposed on the Part 8 drawings adjacent to the driveway. This leaves a 5m long driveway (adjacent to the gate of Johnstown Lodge), the minimum length of a perpendicular parking space is 4.8m.</p> <p>A photomontage has been prepared to show the changes proposed in front of Johnstown Lodge, see Appendix F.4.</p> <p>In order to retain the on-street parking bays, the grass verge has been reduced in size to accommodate the wider shared use path. As noted, this also requires the removal of the trees at this location. The tree directly in front of Johnstown Lodge is categorised as a tree of low quality according to the tree survey carried out.</p> <p>The current design proposes a 4.75m wide shared use path (including a 0.75m buffer at the car parking edge) and a grass verge of less than 1m outside of Johnstown Lodge.</p> <p>A photomontage has been prepared to show the changes proposed in front of Johnstown Lodge, see Appendix F.4.</p>
2.	Candace Sweeney	<p>My family and I reside at 3 Devoy Glade in Johnstown Village and will be directly impacted by construction of the route, as the route will run along where the current footpath is outside our house. We are seeking clarification on how the proposed shared pedestrian and cycle path will impact our front lawn and driveway, and our overall</p>	<p>The proposal will have no impact on the driveway, a shared surface will be provided along this section of the route (in front of the houses at Devoy Glade).</p> <p>A photomontage has been prepared to show the proposals in front of the houses at Devoy Glade, see Appendix F.3.</p>

No.	Name	Comment	Response.
		<p>access to our home. It is very difficult to tell from the drawings provided if the proposed route seeks to alter the current footpath and road layout in front of our house.</p> <p>There is no cross section drawing for this part of the road despite the fact that this is the only part of the proposed route that is designated mixed use and shows no apparent change to current layout. This is of significant importance to me as I rely on at-home charging of my electric car. The residents living along the main street of Johnstown Village deserve clarification of how this proposal will impact our lives.</p>	
3.	Feargal Conroy	<p>Good afternoon</p> <p>I am writing this submission regarding the proposed Cycle Lane proposed between the "ball" at the roundabout entering Johnstown from Naas to the school in Kill.</p> <p>There are a few concerns that I have</p> <p><i>On Street Parking</i> As you will see if from my photos if on street parking is removed from the Main Street in Johnstown, where are the residents meant to park? There are no facilities in Johnstown for Public Parking, the current carpark is used by commuters from Naas and surrounding areas to use the 126 or 125 buses to commute to Work or College. The Carpark is full from appx 6.30am every morning until appx 7.00pm at night</p> <p>The carpark in Johnstown is used as a free all-day carpark because of lack and costs of parking in Naas</p> <p><i>Consultation with Cycle Users</i></p>	<p>A parking survey was conducted in March 2022 to understand the occupancy of the on street and off-street parking spaces in Johnstown. The survey found that the off street car parks had capacity to accommodate the demand for the on-street parking within the 12-hour survey period.</p> <p>However, based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p>

No.	Name	Comment	Response.
		<p>How and when was the heritage village of Johnstown surveyed to determine the amount cycle users between Naas and Kill, where is this data available. How many submissions have KCC received to ask for a Dual cycle lane when the existing single-track lane is barely used, maybe 3 to 4 bikes per day in total, Cycling clubs use the Public Roads and will not use a cycle track as it damages their bikes cycling over dipped entrances to people's houses.</p> <p><i>Health and Safety</i> Having a mixed Pedestrian and Cycle track is a health and safety issue for both pedestrians and cyclists, most users do not have or use bells on their bikes, which leads to them passing pedestrians with no warning. This causes a lot of distress to older pedestrians and directly impacts visually impaired people or people with mobility issues.</p> <p><i>Proposed Foot Path</i> On the plans it is proposed that the North side of Johnstown will be used as a foot path, currently this is being used for on street parking by the residents of Coach House Yard, I personally paid for the cobble lock paving outside of my house. Can we have clarification on what is being proposed for the foot path as drainage / mains pipes will be affected.</p> <p>Regarding the artists illustrations on the proposal show a cyclist entering Johnstown on an existing footpath, but it does not show the reverse angle of taking out the grass walkway from the "ball" to Johnstown and the same from</p>	<p>The route chosen forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan. The facilitation of active travel modes enhances the character of the area by encouraging more pedestrians and cyclists to use proposed infrastructure in the village and to reduce the number of journeys by private car and a resultant reduction in transport emissions from motorised vehicles.</p> <p>There is currently no existing cycle infrastructure within Johnstown village which is a barrier for less confident cyclists such as children and people returning to cycling as they may not feel comfortable cycling on the road through Johnstown village. This project would provide protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>The impact on pedestrians, cyclists and visually impaired users is carefully considered through the design process. At some locations in Johnstown, without significant land take affecting a number of by private properties, the options for providing segregated facilities are limited.</p> <p>The existing arrangement on the north side of Johnstown (on the western side of the carriageway) including the Coach House Yard will not be altered/affected by this project.</p> <p>The extent of grass verge remaining from the Naas Ball to Johnstown will be determined at the detailed design stage.</p>

No.	Name	Comment	Response.
		<p>Johnstown to Kill. This is destroying the environment and just turning into a tarmac walkway.</p> <p>https://consult.kildarecoco.ie/en/system/files/materials/6675/04%20Photomontages%20-%20Naas%20to%20Kill%20Cycle%20Scheme_0.pdf</p> <p>In conclusion there is already an existing cycle lane in place, by widening this to a dual lane track is only going to ruin the look and feel of a historic heritage village, by removing flower beds and trees is not helping in any way and the work that the tidy towns volunteers do every Saturday morning is really for nothing.</p> <p>People walk and cycle to Johnstown and Kill as they are quiet villages that they can sit outside and have a tea or lunch, that is the attraction. There is nowhere to commute to or from in Johnstown, there is no dual cycle lane linking Naas via the Dublin Road to the Monread , Sallins Rd area to Sallins which has a train station that people actually commute from.</p> <p>I will be writing to each town councillor as above,</p> <p>PS: Cyclists and E Scooters pay NO Road tax, the people who pay road tax are being penalised for the people that make no contribution to the upkeep of our roads and foot paths.</p>	<p>The existing shared path between the villages provides the minimum width for people walking, wheeling and cycling. This project proposes to widen this path to make it more inclusive and accessible for all users. There are no cycle facilities within Johnstown or Kill and therefore people are required to cycle on the road which is not comfortable for most people. This project will provide a continuous protected cycle connection from Kill to connect into the wider Kildare cycle network which is currently being developed. New housing developments in Kill will increase the local population and this project will provide an attractive travel alternative for people travelling into Naas and beyond.</p>
4.	Anna Mullen	<p>I am writing out of huge concern regarding to the proposed Naas to Kill Cycle Scheme, in relation to the Village of Johnstown.</p> <p>I have many reasons to object and have already sent a registered letter.</p>	

No.	Name	Comment	Response.
		<p>Johnstown is a Historic Heritage Village. Proposals seem completely against that. Sadly, Artic trucks are now allowed in the Village. Artic trucks are a huge danger to a proposed Cycleway.</p> <p>I am completely against the 24 Car Spaces on Main St, Johnstown being removed.</p> <p>I am also hugely against the proposed public seating outside Cottages 5 and 6. It will worsen the already issue of anti-social behaviour.</p> <p>I am completely against the proposal to plant trees in same area. Such trees when grown would completely overshadow these listed buildings.</p> <p>Both myself and my husband have disabilities. There are currently no parking places for people with disabilities. The proposal would take away the on-Street parking and would hugely impact us both.</p>	<p>The banning of HGVs in the village is outside the scope of this project. The introduction of a segregated cycletrack and improved pedestrian facilities will assist vulnerable road users by increasing segregation and highlighting crossing points.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The provision of street seating is an integral part of the promotion of active travel. Pedestrians using the route will be encouraged to use the seating to stop and enjoy the heritage nature of the village.</p> <p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to determine the optimum location for replacement trees in public areas.</p> <p>The provision of new accessible parking spaces is outlined above.</p>
5.	Matthew Kelly	<p>Dear Sirs,</p> <p>I very much welcome the proposal of a cycleway between Naas and Kill.</p> <p>However, we very much object to the proposal as this is unnecessarily wide and excessive.</p>	<p>The provision of segregated and protected infrastructure for those people who want to cycle but currently don't feel safe to</p>

No.	Name	Comment	Response.
		<p>We would also object to the removal of 24 car parking spaces. As a person with a disability this would impact on me considerably. The public car park has no zone for a person with a disability.</p> <p>We also object to most strongly to the proposal for public seating which is directly outside of our front door. As a community we have had lots of problems with antisocial behaviour which has been added by large numbers of homeless and drug addicts from kendiffestown house.</p> <p>We would also object to the planting of trees in front of our houses. Such trees, when grown would completely overshadow our cottages. The roots spread would undermine our foundations and our historical cottages which are also listed buildings.</p> <p>There is currently no Street lighting on our side of the street. Past history tells us that trees have been planted and later had to be removed as they were impacting on the 6 cottages on the Main St.</p>	<p>do so is a core objective of the project. The design includes appropriate widths for all active travel modes.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The provision of street seating is an integral part of the promotion of active travel. Pedestrians using the route will be encouraged to use the seating to stop and enjoy the heritage nature of the village.</p> <p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to determine the optimum location for replacement trees in public areas.</p> <p>Public lighting in both Johnstown and Kill will be reviewed, upgraded and provided where required as part of the detailed design of this scheme.</p>
6.	Anna Mullen	<p>Dear Sir / Madam,</p> <p>I am writing out of great concern in relation to the proposed Ness to kill cycle scheme in relation to the village of Johnstown.</p> <p>The following reasons are my reasons for objecting:</p>	

No.	Name	Comment	Response.
		<p>1. Johnstown is a historic heritage village and has strict preservation orders. If the KCC propose to remove the cobble lock and remove the flower beds it will without doubt change to historic heritage trail.</p> <p>I have lived in this village for 22 years, sadly the now problems with Arctic trucks allowed in the village will be a huge danger to a cycleway that is now being proposed.</p> <p>2. I am completely against the 24 cars spaces on Main Street Johnstown been removed.</p> <p>3. I am hugely against the proposed public seating in front of the cottages five and six. it will absolutely worsen the problem of anti-social behaviour.</p> <p>4. I am completely against the proposal to plant trees in the same area. Trees with shut out light to these heritage cottages. I fully object.</p>	<p>The design does not propose the removal of cobbled drainage channels in Johnstown but does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p> <p>The banning of HGVs in the village is outside the scope of this project. The introduction of a segregated cycletrack and improved pedestrian facilities will assist vulnerable road users by increasing segregation and highlighting crossing points.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The provision of street seating is an integral part of the promotion of active travel. Pedestrians using the route will be encouraged to use the seating to stop and enjoy the heritage nature of the village.</p> <p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to determine the optimum location for replacement trees in public areas.</p>

No.	Name	Comment	Response.
		<p>5.Finally, from the deeds of our cottage, the proposed construction of a cyclist scheme is our land.</p>	<p>Any works being undertaken on private property, to the knowledge of the Council, has been discussed with the land owner.</p> <p>Any land owner concerned about works proposed on private property can contact the Council directly and the legal issue can be discussed.</p>
7.	Brian & Jacqueline McCabe	<p>We have no objection to the provision of a cycleway between Naas and Kill; in fact, we are in favour of it.</p> <p>However, we object to the current proposal, insofar as it relates to Johnstown village, as we consider the width proposed (3 metres) to be unnecessarily wide and excessive.</p> <p>In particular, we object to the removal of 24 car parking spaces in the village. This will simply make the existing parking problem even worse. This has been exacerbated in recent year with the existing car park in the centre of the village becoming a de-facto 'park and ride' facility for the surrounding area, and the (supposedly temporary) building over of the previous access to the car parking at the rear of the Johnstown Inn building. This will be further worsened by the large increase in population in the area which will come about as a result of planning permissions recently granted, or under consideration, by the Council.</p> <p>In fact, we would re-iterate our previous suggestion that additional parking places be provided in the eastern part of the existing car park in the village to facilitate both residents and visitors.</p> <p>We also object most strongly to the proposal for public</p>	<p>We welcome your support for the scheme.</p> <p>The provision of segregated and protected infrastructure for those people who want to cycle but currently don't feel safe to do so is a core objective of the project. The design includes appropriate widths for all active travel modes.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The provision of street seating is an integral part of the</p>

No.	Name	Comment	Response.
		<p>seating outside our house. This would simply worsen the problem of anti-social behaviour, which has been added to by the advent of large numbers of homeless and addicts in the adjoining Kerdiffstown House facility.</p> <p>It should be noted that the Council have still not provided street lighting on this side of the village street.</p> <p>We would also oppose the planting of trees in front of our houses. Such trees, when grown, would completely overshadow our single storey houses and shut out light in time. The spread of roots would also undermine our foundations. In fact, there were problems, in years past, with trees in front of our house which had, ultimately, to be removed to avoid such damage.</p>	<p>promotion of active travel. Pedestrians using the route will be encouraged to use the seating to stop and enjoy the heritage nature of the village.</p> <p>Public lighting in both Johnstown and Kill will be reviewed and upgraded and provided where required as part of the detailed design of this scheme.</p> <p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to determine the optimum location for replacement trees in public areas.</p>
8.	Sean Breslin - Gravisplanning	<p>Dear Sir / Madam,</p> <p>I trust this email finds you well.</p> <p>I am emailing in relation to the proposed Naas to Kill Cycle Scheme and whether you could provide us with the observations made to this consultation.</p> <p>Kind regards,</p> <p>Sean Breslin</p> <p>Senior Consultant, Planning Gravis Planning.</p>	<p>This consultation process will run until 19th October at which point a report will be drafted for elected members. A report with all submissions will be available for public viewing following the conclusion of the Part 8 process.</p>
9.	Amy Molloy	<p>With reference to proposed Naas to Kill cycle scheme P82022.17</p> <p>Having reviewed these plans, I wish portray my</p>	

No.	Name	Comment	Response.
		<p>dissatisfaction about the purposed cycling lanes</p> <p>This will create significant traffic congestion in Kill Village and make it dangerous for everyone</p> <p>Kill village is currently being used during peak times as a "by-pass for traffic" on the N7,</p> <p>There is also the matter of huge congestion in particular around the school.</p> <p>In turn will have a massive impact on the village, the safety of our children in kill village is paramount and this purposed cycle lane will only compromise this.</p> <p>I believe the council has not taken into consideration the population of the village and the impact of reducing the size of an already small road.</p>	<p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>This project will provide a continuous protected cycle connection from Kill to connect into the wider Kildare cycle network which is currently being developed. New housing developments in Kill will increase the local population and this project will provide an attractive travel alternative for people travelling into Naas and beyond.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school,</p>

No.	Name	Comment	Response.
			<p>encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
10.	Barbara O Brian	<p>I would like to raise concerns about the proposed cycle lane from Kill to Naas. My concern is for the traffic management and road safety of the section coming from the village up to scoil bhríde. The path is already really narrow and dangerous. Walking along this way with school children is dangerous already. My other main concern is the reduction of road lanes, there is currently a filter lane to turn right into the school which looks to be removed on the current planning documents, this will cause absolute chaos at the school during school times.</p> <p>The traffic is already backed up and if the filter lane is removed it is going to make the traffic worse and force it to tail back through the village. There are already major concerns with residents of kill over the amount of planning permission given recently to new housing estates with NO ALTERNATIVE routes in and out of kill added!! hundreds of houses are popping up and no infrastructure is being built along with it, this is going to make the village extremely unsafe for everyone to walk to school. I urge you to reconsider removing this filter lane, The school is already chaotic this will add to it.</p>	<p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>This project will provide a continuous protected cycle connection from Kill to connect into the wider Kildare cycle network which is currently being developed. New housing developments in Kill will increase the local population and this project will provide an attractive travel alternative for people travelling into Naas and beyond.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school.</p>

No.	Name	Comment	Response.
			<p>Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
11.	Maria Cooney	<p>I am writing to complain about the drawings for the Naas to Kill cycle scheme. Every morning 100s of children and staff attend Scoil Bhríde Kill by car. The filter lane is an absolute necessity. Yes, many children do cycle to school and use the already in existence cycle lane. There is no need for another cycle lane that is going to be put on at a cost of €1000s and at a detriment to the village!!! This will affect the residents of Kill massively and as a resident and a teacher in Scoil Bhríde, Kill I am extremely concerned! This will cause absolute chaos every single morning. Not only will it affect the people turning right into the school, it will also have an awful effect on residents travelling out of Kill as they wait in the queue for the school. The residents of Earls Court will now have nearly no opportunity to exit the estate during these busy periods every single day!! Kill is a village not a town! We don't want this in our village.</p>	<p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>This project will provide a continuous protected cycle connection from Kill to connect into the wider Kildare cycle network which is currently being developed. New housing developments in Kill will increase the local population and this project will provide an attractive travel alternative for people travelling into Naas and beyond.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic</p>

No.	Name	Comment	Response.
			<p>volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
12.	Roisin Conlon	<p>The road layout at the school will cause major traffic disruptions at school drop off and collection times for anybody trying to get out of kill village and head towards the N7.</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
13.	Jennifer Phelan	<p>Village too busy at school runs.</p> <p>Too dangerous for children</p>	<p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for</p>

No.	Name	Comment	Response.
			<p>those people who want to cycle but currently do not feel safe to do so.</p> <p>This project will provide a continuous protected cycle connection from Kill to connect into the wider Kildare cycle network which is currently being developed. New housing developments in Kill will increase the local population and this project will provide an attractive travel alternative for people travelling into Naas and beyond.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
14.	Lisa Jones	I would like to make an observation regarding the Naas to Kill cycle scheme.	This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable

No.	Name	Comment	Response.
		<p>Traffic in the village is already terrible. Especially coming from Old Town Lawns, turning right onto Main Street towards the Primary School.</p> <p>The traffic is bound to get more congested with all the new developments throughout the village.</p> <p>If this cycle scheme goes ahead as planned, it will reduce our road space causing even more congestion and delays.</p> <p>Not to mention we will lose our trees and freestanding flowerboxes throughout the village.</p>	<p>transport alternatives. There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>This project provides a viable travel alternative to the private car and enable more people to walk, wheel and cycle, particularly future residents.</p> <p>The scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme.</p>
15.	Genevieve Frost	<p>In an ideal world, the cycle lane is a welcome idea and could be great if Kill had a wider road or was a less densely populated village. Rush hour traffic is becoming an increasing problem which results in commuters/parents being delayed getting into the Dublin and children getting to and from school/crèche/babysitters and that's without the new housing estates throughout Kill (currently 3 different developments) being finished. Kill does not have the infrastructure for this plan.</p> <p>When the plan materialised several years ago, the population was smaller and there were less houses here and traffic was not as much of an issue.</p>	<p>This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>This project provides a viable travel alternative to the private car and enable more people to walk, wheel and cycle, particularly future residents.</p>

No.	Name	Comment	Response.
		<p>As a resident of Kill, it's clear to me that Kill can't afford to lose parking spaces or for traffic to be impacted further by the proposed cycle lane.</p> <p>Perhaps the council could consider adding additional lanes to the road in advance of proceeding with the cycle lane or consider a different route.</p> <p>Thanks for considering this objection.</p>	<p>The focus of this project is to provide active travel, providing additional traffic lanes through Kill would lead to more vehicles driving through Kill and to further traffic congestion. This project forms part of the solution to reduce the number of vehicles driving through Kill by providing an alternative safe mode of travel.</p>
16.	Lorraine Carpenter	<p>I am writing to you to object the recent proposal of the above quoted planning reference.</p> <p>Whilst it might be the view that the 'Planning Authority has determined that there will be no likelihood of significant effects on the environment arising from the proposed development', it is my view and the view of my neighbours that currently reside in Johnstown, that this proposal will most definitely have a significant effect on our environment.</p> <p>What you have not considered, let alone addressed with the existing residents of Johnstown, is that you plan to deface the authenticity of a local Heritage town that has existed here long before Kildare County Council was even formed.</p> <p>The residents of the properties along Main Street in Johnstown should be recognised for retaining and maintaining the aesthetic of Johnstown Village.</p> <p>At the very least, we should be assigned designated parking outside our properties considering they were built at a time when cars were not invented so accommodating how we live today was not a foreseen factor.</p>	<p>The aesthetic of the village will not be changed as the proposed design mainly reallocates existing road space and on street parking and proposes to retain specific heritage elements including the existing cobble drainage channel on both sides of the carriageway in Johnstown and the water pump outside of the cottages in Johnstown.</p>

No.	Name	Comment	Response.
		<p>We purchased our homes with the knowledge that we would preserve the structures based on architectural and historical reasons. The cottage I currently own and reside in was built in the early 1800's. How can you ensure me that the construction you want to propose will not impact on the integrity and foundation of my home?</p> <p>What you are proposing is a direct action to destruct the ancestry of Johnstown Village and it will not serve myself, my livelihood or any of the other current residents and their livelihoods.</p> <p>I personally object to the planting of trees outside my cottage as they will block out what little natural light my 'listed property' allows due to their size which are a mere 42-inch wide by 48-inch height on both sides of my front door. The roots of said proposed trees may compromise the structure of my boundaries and my home.</p> <p>Again, I ask, how can you ensure me that my home will stay intact when all the building works are in full force?</p> <p>I personally object to the removal of the available parking spaces outside my property. I have family members who visit me that hold a Disability Permit and parking outside my home accommodates their limited mobility to access my property.</p> <p>How can you ensure me of their safety when they come to visit if you plan to rip up the existing pathway outside my home?</p> <p>I currently hold a position in my employment that requires me to drive for the purposes of my work. Having quick access to my property allows me to perform my duties with ease.</p>	<p>The scheme impacts a number of trees, however, these will be replaced with semi-mature trees replanted elsewhere within the project area resulting a net gain of trees for the scheme. The Council will work with the tidy town committees at detailed design stage to determine the optimum location for replacement trees in public areas.</p> <p>In relation to the parking outside of the cottages on Main Street in Johnstown, as shown on the Part 8 drawings, KCC does not intend to remove this parking. There are 7 no. car parking spaces being retained on the southern side of the road in front of the cottages.</p>

No.	Name	Comment	Response.
		<p>If the current parking is removed, where do you propose I park safely close to my home?</p> <p>How can you ensure my safety when I exit and enter my home numerous times during my working day and during the proposed works?</p> <p>Where will my family and friends park when they visit?</p> <p>I have a back garden to my property with driveway access to the main road. I should be able to always maintain access to my back garden.</p> <p>How can you ensure me that access will not be blocked or impaired in any way due to the proposed construction?</p> <p>Considering the population increase in Johnstown due to numerous housing estates popping up everywhere, removing the little available parking will only add to an already chronic problem that we as residents have to contend with daily.</p> <p>Where do you propose approximately 30 families along the Main Street, park their cars when you remove the existing parking available to them?</p> <p>Where do customers of the local amenities park their cars when they want access?</p> <p>I personally object to the proposed 'public seating location' outside our cottages. Why is this necessary when there is a proposal in place for a park with seating & exercise machines just metres away across the road from the local Centra. As it stands, the local Centra already</p>	<p>Any impact during construction is temporary and access to properties will be maintained.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The provision of street seating is an integral part of the promotion of active travel. Pedestrians using the route will be encouraged to use the seating to stop and enjoy the heritage nature of the village.</p>

No.	Name	Comment	Response.
		<p>provides an outside seating area. Why do we need more?</p> <p>Again, the safety of the residents has not been considered when including this idea. We already contend with addicts and homeless hanging around the area and now you want to facilitate them further by providing seating for them to possibly sleep on and gather around.</p> <p>Would you like this as a view outside your sitting room window?</p> <p>Would you feel safe in your home having all aspects of your privacy compromised in this manner?</p> <p>What you are proposing is a double standard considering I do not have the authority to restructure, rebuild or modify any nature of work to my home that will directly impact or change the existing appearance of the preservation order currently in place.</p> <p>Ironically, should I wish to do so, I must request permission from my local authority planning department, yet no-one has approached me for a discussion, let alone a permission to deface and devalue the worth of my home. Why is that?</p> <p>Why does the rights of potential cyclist supersede my rights to preserve the architecture, aesthetic & value of my home and the rights of my neighbours' homes and all our livelihoods combined?</p> <p>To conclude, my objections are all based on the fact that they will have serious 'significant effects on the environment arising from the proposed development'.</p> <p>I am asking that you seriously consider the content of this</p>	

No.	Name	Comment	Response.
		<p>letter and the reasoning behind my objections, and I invite you to confirm you have received a copy and ask that you respectfully respond to my questions. I would like to thank you in advance for your acknowledgement of such.</p>	
17.	Ciaran Crowe	<p>I strongly object to this proposal which will ruin a well maintained beautiful kept village environment which by the way, is mainly due to local endeavours.</p> <p>The removal of space for the planters and reduced car parking will visually and commercially have an adverse effect.</p> <p>I have seldom seen cyclists between Johnstown and Kill on the existing pathway and I know" if you build they will use " approach but has there been a study of how much demand is for this proposal.</p> <p>You will take the soul out of this village which residents are rightly proud of.</p>	<p>The aesthetic of the village will not be changed as the proposed design mainly reallocates existing road space and on street parking and proposes to retain specific heritage elements including the existing cobble drainage channel on both sides of the carriageway in Johnstown and the water pump outside of the cottages in Johnstown.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>The scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme.</p>
18.	Brian Hussey	<p><i>Effective removal of park spot from the front of our house</i> It is envisaged that there will be a shared cycle and pedestrian area passing the front of our property. The plans state that this shared spaced will be at least 4 meters. Currently from the roadside edge of the existing footpath, it is approximately 9.2 meters to the front of our house. That being the case, the plans are in effect stating that the edge of that new shared space to our house will</p>	<p>The proposal will have no impact on the driveway, a 2.2m wide shared surface will be provided along this section of the route which is the same as the existing width of the footpath in this area.</p> <p>A photomontage has been prepared to show the changes proposed in front of the houses at Devoy Glade, Appendix F.3.</p>

No.	Name	Comment	Response.
		<p>be approximately 5.2 meters.</p> <p>Outside of privacy concerns, this interferes with our current right of way/easement to park in front of our house. We have been residents in (Redacted) since August 2011, and since that time we have enjoy an unencumbered right to access and park safely in front of our house. Previous residents of (Redacted) going back to the mid seventies also had and availed of this right.</p> <p>Allowing for 1m for access to our house around a car, either at the front or the back or both, leaves a parking space of approximately 4.2 meters in length. The average length of a car in Ireland is approximately 4.4m (14.7 ft). Therefore, the proposed extension of the current footpath into a shared space will remove our existing right / access to park in front of our house in a safe manner, a right that has been de-facto attached to the property for nearly 50 years. Should the Cycle Scheme proposal be enacted by the council in its current guise, we would have no option but to seek legal advice in relation to this element of the scheme.</p> <p>For us though this is not just simply an assertion of rights. We have real concerns over the safety of our children should we no longer be able to park in front of our house. We have two disabled children, if for any reason we are forced not to be able to park in front of our house, we are faced with having our disabled children crossing a road traversed by 4,000 to 5,000 vehicles per day to the car park behind the bus stop on the way to and from school, from shops or any trip by car. This to a car park where we have no guarantee of being able to park at all.</p> <p>It should also be noted that nowhere within the plans is any sort of controlled crossing for pedestrians accessing</p>	<p>In relation to the provision of a controlled crossing for pedestrians accessing the public car park in Johnstown, the</p>

No.	Name	Comment	Response.
		<p>the car park behind the current bus stop in the village.</p> <p><i>Planning Notice had Incorrect Documentation</i></p> <p>When the planning notice was first published, the documentation attached to the notice on the Kildare County Council website had drawings and notes confirming that in the village of Johnstown the scheme would entail cyclists and cars sharing the same road space and stated that it was entirely appropriate in a village of Johnstown's nature and character that this would be the case. It further confirmed that speed control measures would be put in place as part of safety features and confirmed that there would be minimal impact on parking availability in Johnstown. Having reviewed these plans on the 9th September 2022, we felt that these were very reasonable, and therefore had no reason to make any objections or observations. A week later from speaking with one of our neighbours we realised by chance that the drawings and notes had been changed. Had we not had that conversation, then we would have been completely unaware of the actual plans. Given that the notice referred to incorrect documentation, and this to our knowledge has not been communicated or updated on public notices, then there may be other individuals who have been misinformed of the plans and therefore have not been properly afforded an opportunity to make their own observations or indeed objections.</p> <p><i>Drawings are incomplete or missing details</i></p> <p>The next objection and observation is that the drawings themselves, specifically sheet 2 (the second part that</p>	<p>Part 8 drawings show a raised uncontrolled crossing on the western side of the bus stop at the public car park. The provision of a controlled crossing at this location will be considered as part of the detailed design.</p> <p>The Council is not aware of any inaccuracies on the planning notices in relation to the referral of incorrect planning documentation. The Part 8 documentation on the KCC consultation portal was not changed or altered during the public consultation process.</p> <p>The area on the north side of the road from the existing public car park in Johnstown to beyond the Johnstown Inn will not</p>

No.	Name	Comment	Response.
		<p>shows the centre of Johnstown village – from the cottages up to end of the village past the Johnstown Inn), is inaccurate and omits relevant details. The drawing states that there is a continuous footpath on the “north side” of the village running from the car park behind the bus stop to past the Johnstown Inn. Page 8 of the planning report also states that there is a footpath on both sides for the road in Johnstown village. This is not the case. The raised footpath ends nearly immediately on exiting the car park behind the bus stop on the left. There is no footpath until the Johnstown Inn. The space in-between these two points are in use for car parking for residents. There is no footpath marked. Similarly, bar a small raised footpath at the Johnstown Inn, the space in front of the pub is used for car parking for patrons of the pub. Beyond the Johnstown Inn, there is no marked footpath and again the space that is marked on the drawing as footpath is in fact car parking spaces. Either the drawing is incorrect or the drawing is stating that these car parking spaces will be converted to a footpath, a fact not stated in the plans or noted as such in the drawings. If this current space that is used for on street car parking is to be converted into a footpath, it is neither mentioned in the parking survey, nor is there an assessment of the impact this would have on the residents / local businesses.</p> <p>The drawing omits the following changes: The loss of 2 parking spots in front of the cottages. Currently there is parking for 9 cars. The drawings show a loss of 2 of these spots, a fact not communicated. Facing the Johnstown Inn there is currently parking for 10 cars between the two parking bays. The drawings show that this is reduced to 7. Again, this is not communicated anywhere within the drawings.</p>	<p>be changed or altered as part of this scheme. The note in the drawing states "existing footpath, parking and drainage channel on the northern side of the road will remain unchanged" which summarises all uses of that space will remain unchanged.</p> <p>The Design Manual for Urban Roads and Streets (DMURS), the standard length of a parallel parking space should be 6m in length. The proposed parking bays have been designed with the above dimensions in mind. Therefore, according to guidance, the current level of parking has been retained through the proposed design.</p> <p>The current spaces in the parking bays are currently unmarked which can lead to issues of inconsiderate parking whereas if spaces are marked, people understand where the</p>

No.	Name	Comment	Response.
		<p><i>The planning documentation does not contain any visual representation of the changes within Johnstown Village</i></p> <p>There is no photographic or artist rendition of what the changes in the village would look like. The only photographic or artist rendition in respect of Johnstown is on the outskirts of the village. Given that there are inaccuracies or omissions in the drawings it is extremely difficult for the residents of the centre of the village to get an understanding of the impact of the changes. Visual aids are even more important considering that a number of residents along the centre of the village are elderly.</p> <p><i>Shared areas is contrary to the county development plan</i></p> <p>The fourth objection and observation is that we are of the opinion that the proposal on shared space between pedestrians and cyclists is contrary to the county development plan 2017-2023 in respect of Johnstown. Indeed, the proposal highlights the following goal:</p> <p>“T 4 - Improve the quality and width, where appropriate, of all footpaths in the village and improve access for people with disabilities.”</p> <p>We fail to understand how the conversion of a pedestrian only space in the middle of Johnstown village aligns to this stated objective.</p> <p>For pedestrians, shared spaces with cyclists only increases the risk of a pedestrian being injured or hurt. No doubt that was part of the reasoning in the original plan that had cyclists share space on the road in the</p>	<p>vehicle should be parked to leave enough space for other vehicles.</p> <p>There is no statutory obligation on the Council to provide visual representations. However, additional visualisations/photomontages of the proposals for Johnstown village have been compiled and are presented in Appendix F.</p> <p>For the most part, the proposed design provides 4m wide shared use areas but where pinch points exist, the path will narrow to less than 3m wide shared used surfaces in short localised areas. The alternative is to make the road one-way only for motorists and provide a fully segregated facility.</p>

No.	Name	Comment	Response.
		<p>middle of the village. The proposal does not contain safety measures for pedestrians, which only highlights the lack of forethought. Standard practise requires safety measures for pedestrians but this is entirely lacking. It is even more troubling when you consider the gradient from the Kill to Naas direction. Cyclists will be able to generate speeds in excess of 30kph without any great stress. A cyclist crashing into a pedestrian at that speed is going to cause significant injuries to all involved.</p> <p>From residing in the village we have observed that cyclists predominantly pass in groups of 2 to 10, mainly consisting of cycling clubs or groups of friends. These individuals do not currently use the shared pedestrian / cycling spaces on either side of the village. The provision of a shared space within the village is not going to change that practise.</p> <p>The National Cycle manual from the National Transport Authority states under section 1.9.3 that:</p> <p>“Shared facilities are disliked by both pedestrians and cyclists and result in reduced Quality of Service for both modes. With the exception of purpose-designed shared streets, shared facilities should be avoided in urban areas as far as possible.”</p> <p>It further states: “Shared facilities next to vehicular traffic should have a minimum combined width 3.0m.”</p> <p>This is a reference to single directional cycle lanes sharing space with pedestrians. It would then appear that the 4m provided for bi-directional shared spaces is less than standard and this obviously poses risks for all users. This underlines the point that the current iteration of the shared space, which involves significant changes within</p>	

No.	Name	Comment	Response.
		<p>the village of Johnstown, will not be used by the majority of cyclists.</p> <p>Narrowing the road will not prevent cyclists from using it and will pose an increased risk for drivers, pedestrians and cyclists alike.</p> <p>Unlike in Kill village, HGV are not banned from Johnstown village. Five axel HGV regularly use the middle of Johnstown village to access the N7 and the Industrial Estates. The RSA width for a HGV is 2.6m. That leaves just 40cm in total clearance combined to the median of the road. Assuming that the HGV is positioned in the middle of the allotted road space, that just leaves 20 cm to the end of the shared space between cyclists and pedestrians. This is an area where the posted speed is 50kph.</p> <p><i>Removal of car parking spaces goes against the country development plan, no documentation provided on parking survey</i></p> <p>The next objection and observation is the removal of 57% of on street parking to facilitate the project. Again, to repeat the reference to the county development plan 2017-2023 in respect of Johnstown, it stated:</p> <p>“T 5 – Review the on-street parking arrangements in the village and make improvement as required”</p> <p>We again fail to understand how the proposal in its current guise represents an improvement or aligns to the county development plans for Johnstown.</p> <p>The reference to the on-street parking in the county development plan was a clear acknowledgment of the</p>	<p>The banning of HGVs in the village is outside the scope of this project. The introduction of a segregated cycletrack and improved pedestrian facilities will assist vulnerable road users by increasing segregation and highlighting crossing points.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p>

No.	Name	Comment	Response.
		<p>challenges residents faced in locating a parking space that is any way convenient. It also acknowledged that on many occasions, cars were being parked on footpaths due to a lack of on-street car parking and the car park behind the bus stop being full. This has been a constant complaint for residents of the village that the council has not addressed. These plans will only exacerbate this situation for residents and local businesses.</p> <p>The survey states that there are approximately 41 spaces in off-street car parks that were unoccupied. There is no definition of what is meant by unoccupied; does it mean a space was free for all of the survey periods or for a duration of the survey? If it was the latter, then it could not be described as a free space.</p> <p>Since the findings of the survey run contra to the experience of residents and previous council assessments, it is difficult to understand the reliance upon a survey which we have not been furnished. Clear documentation of survey methods and adequate, accurate information ought to have been provided. Given the material impact that the removal of 57% of on-street car parking will have for the residents and local employers, it is incumbent on the council to provide the survey details, to allow residents assess to its merits. Therefore, the lack of documentation supporting the parking survey is a related objection and observation to this planning application.</p> <p>In order to be able to make an assessment of the findings of the parking survey, at a minimum the following should have been made available:</p> <ul style="list-style-type: none"> •The firm or organisation that carried out the survey •The dates and times that the surveys were conducted. 	

No.	Name	Comment	Response.
		<p>The implication in the planning documentation is that what was conducted was a moment in time assessment, rather than a survey reflecting the demands on parking, including peak times and weekends.</p> <p>•Was there Covid 19 related restrictions or Government advice regarding working from home in place at the dates and times the surveys took place? For example, if the Government advice was to work from home, then the car park behind the bus stop would not have its normal conditions. Another example would be the car park behind Centra, which is mainly used by employees of Jack & Jill whose offices are above the Centra shop.</p> <p>With regard to the 41 spaces in the off-street car parks, there is no indication in the plans as to where those spaces are, what they are currently used for and their convenience to the actual residents of Johnstown Village.</p> <p>Using the bus stop and Centra car park as examples, the “bus stop” car park is used as an all-day park and ride car park for commuters, who drive from Naas and surrounding areas to travel to Dublin by bus. In this case their cars take up spaces all day, at the expense of local businesses and local residents. The reason that commuters come into Johnstown village in the early morning is that all day parking is very expensive in Naas (if even available). The commuters can park in the public car park at the centre of the village, or the on-street parking outside Discount Tiles. These particular spaces are proposed to be removed, which is going to increase the demand on the car park, again at the expense of local residents and business.</p> <p>The car park behind Centra is in the main used for parking by employees and visitors to the Jack and Jill offices that are above the Centra shop. There is necessarily limited</p>	

No.	Name	Comment	Response.
		<p>availability within this car park. The removal then of the on-street car parking in front of and around Centra is going to negatively impact this local business and employer. Cars that currently use the on-street parking will simply park along Johnstown Manor, creating a significant disturbance to the residents of the estate. Forced uncontrolled parking as a result of the removal of the existing parking facilities is not a benefit to Johnstown village.</p> <p>By way of supporting information, we have attached photographs taken at various times in the last two weeks showing the correct position regarding the demand on parking facilities in the village.</p> <p>We would also like to note at this point that nowhere within the proposal is there any mention or thought given to prioritising residents of the village regarding the use of the remaining car parking options within the village should the council proceed with the stated removal of 57% or anything close to this.</p> <p><i>Access to Kill National School</i></p> <p>The next objection and observation is with respect to access to St. Brigid's National School. Currently in accessing the school from Kill village, there is a right turning lane to access the school grounds. The plans envisage the removal of this right turning lane. This is going to cause traffic chaos arising even with a really small amount of traffic trying to access the school from Kill. Any congestion within or around the school grounds will have a massive effect on any through traffic in Kill village. While we very much support the objective of having more children cycle to school or use public transport, that is unfortunately not an option for us. One</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on</p>

No.	Name	Comment	Response.
		<p>of our children attends the ASD unit and is not in a position to cycle or take public transport to school. To that end we have to bring him by car. Traffic congestion is an upsetting experience for him and having him experience that anxiety on the way to school is far from ideal.</p>	<p>air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
19.	Eoin Sweeney	<p>In the circulation list for this proposal there was only one Johnstown resident included in the Prescribed Bodies & Third Parties section. This is despite the fact that a large number of residential properties will potentially be impacted with the scheme.</p> <p>There is a serious deficiency in detail provided relating to the properties directly linked to the scheme. I will focus on my own property - (Redacted). The following detail has been omitted from the proposal:</p> <ul style="list-style-type: none"> - Detail of any impact to front garden if any - Detail of any changes to footpath structure - change in height, width, dished edge for car access etc. - Impact of construction phase - duration and nature. - Access for residents during construction phase - electric car charging etc. - Drainage changes - residential drainage is parallel to footpath and has been blocked before - 	<p>In relation to the circulation list (prescribed bodies and third parties), only residents deemed to be directly affected by the scheme were included in the circulation list. As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 11 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes.</p> <p>The proposal will have no impact on the driveway, a 2.2m wide shared surface will be provided along this section of the route (in front of the houses of Devoy Glade) which is the same as the existing width of the footpath in this area.</p> <p>A photomontage has been prepared to show the changes proposed in front of the houses at Devoy Glade, see Appendix F.3.</p> <p>A construction programme for the scheme will be developed at detailed design stage.</p> <p>The drainage design will be developed at the detailed design stage of the project in line with current guidance.</p>

No.	Name	Comment	Response.
		<p>will this change?</p> <p>There is also a distinct lack of detail on the impact to bus routes through the village. Multiple school busses pick up on the main street and drop off in the evening and currently utilise what is referred to as car parking in the report. This will all be removed in the proposal with no allowance made for school bus pickup. This shows a lack of understanding of the functions of these spaces. There is also no detail of the bus stops in the village allowed for.</p> <p>While new cycle routes are important - sufficient consideration has not been made for the very important bus routes in the village. There is also a serious lack of consideration for the residents directly impacted by the plan as shown from their omission from the circulation list document and the lack of detail relating to impacts on property.</p>	<p>There are currently two existing bus bays in Johnstown which will be reallocated to accommodate the proposed project. Bus bays are used on high frequency bus routes in order to facilitate buses overtaking other buses, and/or on distributor roads (outside schools, hospitals etc.) for safety reasons.</p> <p>There are currently no dedicated bus stop facilities for school buses and it is envisaged that the buses will operate in a similar manner to the present arrangement.</p>
20.	Claire French	<p>I am broadly in favour of the proposals to improve cycling and walking facilities between Kill and Naas. If done correctly this should encourage more local journeys by foot or bike.</p> <p>Some comments to further improve the proposals:</p> <ul style="list-style-type: none"> - A shared cycle and footway is not the best solution for either modes. There are issues on the current shared facility with cyclists and now scooters not alerting pedestrians to their presence. In a lot of areas there is sufficient green space that could be utilised to provide separate facilities. This should be done as the default except in those areas where space is limited - Drawing 40000089-WSP-DG-HW-0106-02 does not detail the width of the shared space. It looks to be 	<p>At some locations in Johnstown and Kill, without significant land take affecting a number of by private properties, removal of mature trees, etc., there is insufficient room to provide segregated facilities unless the main route is made one-way for traffic. Segregated facilities are the default design option for the Council.</p> <p>For the most part, the proposed design provides 4m wide shared use areas for the above reasons but where pinch</p>

No.	Name	Comment	Response.
		<p>incredibly narrow in some locations</p> <ul style="list-style-type: none"> - The detail at bus stops needs to be considered carefully as the 2 way cycle track should not go through the area where passengers are waiting or alighting from a bus. Island bus stops should be considered - Drawing 40000089-WSP-DG-HW-0106-07, again there are no dimensions on the shared space but it looks to be no wider than the existing footpath which is not suitable for a shared cycle and footway space - The removal of the right turn slip lane into the primary school is a good way to get the extra space in this area. The slip lane in an inefficient use of space being used for a short time period twice a day just 5 days out of the week - The detail at the junction should be considered carefully. If the stop line is too far back and there isn't good sightlines vehicles will block the cycle lane as they wait to exit - It is important to consider the links to this route otherwise it won't be used. There is no continuous footpath heading north of Kill village at St Patrick's Park. Considering the new estates in this direction and the number of children heading towards the schools this should be rectified. There is a large number of children being driven the short distance to school because of the lack of footpath as when vehicles park there they need to go out onto the road. This would be a quick win to provide a footpath here 	<p>points exist, the path will narrow to less than 3m wide shared surfaces in localised areas.</p> <p>A number of different bus stop arrangements have been considered in the development of the design to date. Further work will be required at detailed design to provide a bus stop arrangement that works for all users based on the risk profile of users at the stop.</p> <p>Drawing 40000089-WSP-DG-HW-0106-07 - the shared use path through this section is 3m wide. Although the carriageway is narrowed through this section, the existing boundaries and the need to retain a wide footpath outside Saplings Special School and minimise impact on the community woodland resulted in a 3m shared use path through this section.</p> <p>We note and welcome your comment on the removal of the right turn lane.</p> <p>Sightlines have been considered through the preliminary design at all side roads and will be further reviewed through the detailed design to consider and reduce the need for drivers to stop in the cycle track.</p> <p>In relation to footpaths at St Patricks in Kill village, this is outside the scheme extents but can be examined as part of our future programme of works.</p>

No.	Name	Comment	Response.
		<p>or on the eastern side from Kilheale Manor which would save children having to cross over and back when heading to school</p> <p>- Consideration should be given to the placement of bollards and planters to prevent vehicles parking on the footpath or new cycle facilities as this is already an issue in some locations</p> <p>- Maintenance, the facility will need to be maintained to be useful. The shared facility on the Straffon Rd is so overgrown it is only 1m wide in places and not even wide enough for two people to walk alongside each other.</p> <p>This route has huge potential and with a few tweaks could be a positive addition to the area.</p>	<p>Interventions to deter parking on the cycle tracks are currently being considered and will feed into the detailed design for the scheme.</p> <p>A maintenance plan/programme will be compiled for the scheme as part of the detailed design/construction phase.</p>
21.	Dara Challoner	<p>I would like to express my support for the Kill to Naas Cycle Scheme. It represents a great opportunity for a safe cycling network in Kill, I would like further high quality links into Naas and some considerations for how it connects into backroads. Replacement of trees is important to the scheme. For the safety of children who go in large numbers to Kill School and the GAA the quality of the route especially the junctions is important. Hopefully it is joined up to schools in Naas and Newbridge in the future. It is a wonderful start and hopefully can show the potential of safe cycling in suburban villages.</p>	<p>Positive comments in relation to the scheme are welcome and noted.</p>
22.	Mark Brennan	<p>I am writing to object to the proposed cycle scheme which is planned to run through Kill and Johnstown villages. As a Kill resident with family living in the village for almost 50 years, (both sides of my wife's family go back 5 generations in the village), I have some major areas of concern which I hope will be taken into account before eventually abandoning these plans.</p>	

No.	Name	Comment	Response.
		<p>The village of Kill is one of the most scenic and aesthetically beautiful villages in County Kildare, if not all of Ireland. It has won countless Tidy Town awards and has even represented Ireland at an International level. To dig up our stunning village is an insult to its residents and all the hard work of our fantastic Tidy Town organisation. The Tidy Towns competition has always strived, with government backing, to ensure the upkeep and well being of towns and villages like ours. This is being completely failed by these plans.</p> <p>To remove the sections of trees, as proposed, lining our main street goes against all clean air and eco friendly policies enacted by successive governments. Even though our village has grown so substantially over the past number of years (as approved by KCC planning dept.) we still live in a rural area. I believe I speak for all Kill residents when I say that what has attracted us all to this village since the start of its population growth, almost 50 years ago, is its country feel and escape from city/suburban life. Whilst the houses have continued to be built the village itself has maintained its village, countryside feel. This is down to the underappreciated few from the tidy towns but enjoyed by all. To remove these trees and replace with concrete and tarmacadam changes both Kill and Johnstown into Lucan like, characterless suburbia.</p> <p>The removal of the parking spaces as proposed will adversely affect a lot of main street residents who have no off street parking available to them. Some of these residents have been parking outside of their dwellings for over 50 years and to take these spaces away will leave them with no parking available to them. This decision will hinder many of our residents, many of which are elderly</p>	<p>The scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage. The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme.</p> <p>Although the proposal requires some on street parking spaces to be reallocated, on street parking has been retained where possible with a particular focus on providing parking for residents without off street parking facilities.</p>

No.	Name	Comment	Response.
		<p>and if not presently mobility challenged will most likely be afflicted in the future. This is unfair, unjust and discriminatory.</p> <p>The removal of the mini roundabout at Earls Court will have a severely detrimental impact on all residents of this estate. At present, the traffic most mornings in Kill heading towards Dublin is atrocious, whenever there is any sort of delay on the main N7 eastbound. Unfortunately Kill is used as a "rat run" for commuters from anywhere further down the N7. The only way the traffic stops, and residents can leave Earls Court going towards Dublin, is because the main street traffic must give way to traffic leaving the estate on the roundabout. The removal of the roundabout makes it almost impossible to safely exit the estate when heading towards Dublin. This roundabout is crucial for slowing down and creating breaks in (allowing for pedestrians to cross) traffic, aiding the other existing traffic calming measures in the village.</p> <p>I was delighted to see that Kildare County Council has finally acknowledged the need for more raised pedestrian crossing throughout the village. They have been required for the past 15 years and, in my opinion, no planning should have been given to extra housing before this issue was addressed. Hopefully we will now have crossings at the entrance to the Gables/Whitethorn Grove (bus stop adjacent), the Old House pub (bus stop adjacent), the RC Church and the Saplings special needs school, along with the existing lights at the shop, further crossings at each side of the Hartwell Road (on which there are still hundreds of houses to be occupied) to provide safe crossing for ALL children in the village. Hopefully these much needed crossings will remain in the council's plans after scrapping the ridiculous cycle scheme as proposed.</p>	<p>As a result of this consultation process, KCC intend to retain and upgrade the existing mini roundabout outside of the Earls Court Estate entrance.</p> <p>Comment in relation to the provision of raised crossings is welcome and noted.</p>

No.	Name	Comment	Response.
		<p>I trust that these issues will be given due consideration and will help in leading to the abandonment of these plans and not wasting any more tax payers money, whilst keeping our beautiful little village as it should be.</p>	
23.	Liam Bradley	<p>I refer specifically to your Map No's: 40000089-WSP-DG-HW-0106-04/05 dated 20/07/2022</p> <p>My query/observation mainly refers to the narrowing/shortening of the sight lines from the various entrances/exits along this section of the road. As it is it makes the maneuver of coming out of the numerous exits along the route very hazardous. It is not clear from the drawings whether the inner edge of the proposed pathway is going to be closer to the boundaries/gates of the houses/properties along the route? If it is it will follow that the entrance slopes will be more acute (ascending or descending) - safety for cars and vehicles entering and exiting? At present the slope of the existing inside green verge slopes down to the entrance/wall that is existing. Will this slope become steeper and if so will that lead to 'flooding' water lodging along the wall? Please confirm what will happen then?</p> <p>I also have a query/observation/worry about the existing hedge that the council planted along the outside of the existing 'defective' stone faced wall that exists for a long part of the route as shown on the above maps. The hedge continuously grows out to impede people cycling along the existing path and you make no mention of this existing hedge on your drawings.</p> <p>Moving the existing bollards back into the 'path' side if the inner green verge will make the upkeep of that area very difficult to maintain. Will the council maintain these areas and hedges in the future?</p>	<p>Within the reference area, the proposed design reduces the width of the grass verge adjacent to the carriageway to 0.5m. The kerb line in the sections of shared use path is not being altered. Sightlines have been reviewed in line with guidance and will be further reviewed as part of the detailed design. The grass verge at the rear of the footpath is not being altered.</p> <p>Any potential drainage issues will be identified and addressed as part of the detailed design.</p> <p>A maintenance plan/programme will be compiled for the scheme as part of the detailed design/construction phase. The council will maintain grass verges and the section of hedge indicated to ensure the shared use path is not obstructed for users.</p>

No.	Name	Comment	Response.
24.	Max Bradley	<p>To whom it concerns,</p> <p>We wish to seek further detail on the changes associated with the Naas to Kill cycleway outside our home. The drawings are quite vague on the exact changes occurring in this area.</p> <p>Drawing: 40000089-WSP-DG-HW-0106-04</p> <p>Mentions the following:</p> <p>"LAYOUT COMPRISES OF THE FOLLOWING:</p> <p>·4m SHARED SURFACE;</p> <p>·0.5m VERGE;</p> <p>AND</p> <p>·7m CARRIAGEWAY"</p> <p>Along with:</p> <p>"TIMBER BOLLARDS TO BE RETAINED IN THE EXISTING GRASS VERGE"</p> <p>We would like to understand where the path is being widened if it is being widened.</p> <p>In addition, we would like to understand how the 2 grass verges are being handled. Are the existing timber bollards to remain in their existing place?</p> <p>Some concerns we have:</p> <p>If the path is being widened towards the hedges then it</p>	<p>Within the reference area, the proposed design reduces the width of the grass verge adjacent to the carriageway to 0.5m. The kerb line in the sections of shared use path is not being altered.</p> <p>The timber bollards alongside this section of road will be retained aside from the eleven directly in front of Embassy Office Park which are being removed to accommodate the wider path.</p> <p>A maintenance plan/programme will be compiled for the scheme as part of the detailed design/construction phase. The council will maintain grass verges and the section of hedge indicated to ensure the shared use path is not obstructed for users.</p> <p>The proposed design aims to retain the existing footpath</p>

No.	Name	Comment	Response.
		<p>will likely pose a risk to passing walkers and cyclists due to the hedge overhanging the path. The council has installed this hedge so we would like to confirm who will manage the cutting of this hedge on an ongoing basis.</p> <p>Should the path be widened, we have concerns regarding surface water running towards our gate and property due to the slope involved. We would like clarification on this matter.</p> <p>In addition, we would request the public bin to be restored at the John Devoy statue. We deal with considerable littering and dog fouling outside our property along with being thrown over our wall. With the introduction of a cycleway there is likely to be more people coming through the area which will lead to more littering.</p> <p>We are in support of this amenity for the local area and believe it will be a great addition to the villages of Kill and Johnstown. Please do not hesitate to contact us if you require any clarification.</p>	<p>crossfalls where practicable and a crossfall of 2-3% will be provided in line with guidance to ensure the surface water drains towards the road. This gradient will allow the footpath to suitably drain while ensuring the footpath is accessible for all users. Further work will be undertaken during the detailed design phase to review the existing and proposed drainage design. Any potential drainage issues will be identified and addressed as part of the detailed design.</p> <p>We will liaise with internal KCC departments (i.e. environment) to understand the rationale for removing the bin from John Devoy statue with the aim of replacing it through this scheme.</p> <p>We welcome your support for this scheme.</p>
25.	Siobhan McGarry	<p>Hello</p> <p>I wish to object to the following aspects of the proposed Naas to Kill cycle scheme:</p> <p>1: The entry to Earls Court should not be changed to a T-junction. A new estate Hillsfort is being built at the back of Earls Court with road entrance via Earls Court for the new 160 houses. This will increase traffic significantly through Earls Court when the houses are sold. A T-junction will cause even more traffic build up especially at rush hours and school opening/closing times as Earls Court is the closest estate to the school. Also Kill village has several estates currently being built so the main street passing</p>	<p>As a result of this consultation process, KCC intend to retain and upgrade the existing mini roundabout outside of the Earls Court Estate entrance.</p>

No.	Name	Comment	Response.
		<p>Earls Court and the traffic from the N7 passing through Kill makes the main street very busy. Therefore a T-junction for the residents of Earls Court and Hillsfort will cause long delays getting out of the estate. The current roundabout at the Earls Court entrance works well for traffic however because it is a mini roundabout it can be dangerous with cars not seeing it properly. If this roundabout was made more significant then I believe it would work sufficiently for the increased traffic. The current roundabout also works well for the school traffic which is not allowed a right turn on exiting the school grounds. Cars currently must turn left and use the Earls Court roundabout to go Dublin bound which works well. T-junctions do not work and will not help Kill village as it rapidly expands in size over the next few years. With the removal of the right turn into the school plus the proposed t-junction, there will be major delays for the residents of Earls Court and Hillsfort in exiting their estates.</p> <p>2: The proposed plan does not have a dedicated lane to turn right into the school coming from Kill village. This will cause traffic going from the school back into the village. We currently have a dedicated lane for right turns and it works well at relieving traffic congestion. Getting rid of this lane is a massive mistake and the future traffic congestion of Kill village as it rapidly expands in size must be considered.</p>	<p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school.</p>

No.	Name	Comment	Response.
			<p>Therefore, a "School Zone" design has also been proposed outside Scoil Bhríde to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>
26.	Thomas Kinirons	<p>I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.</p> <p>The scheme as proposed has gone for option 4 in the planning report which is a two way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and "The Ball" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in</p> <p>The removal of trees within the village environs Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular Shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis.</p>	<p>A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Common Appraisal Framework for Transport Projects and Programmes published by the Department of Transport. In addition all options were assessed using a Quality of Service (QoS) assessment. The QoS is a measurement of the degree to which the attributes and needs of the cyclist are met. For each assessment criteria considered, options were compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. Option 4 (the provision of a two-way cycle track on the south side of the road) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere within the project area resulting a net gain of trees for the scheme. Kildare County Council will work with both tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters.</p> <p>In addition, the scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County</p>

No.	Name	Comment	Response.
		<p>The narrow footpath from Scoil Bride down through the village to the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed it will pose a safety to pedestrians and walkers in general as they traverse this route on their daily walks.</p> <p>Preference has been given to cyclists over the pedestrians in the proposals for the village and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general.</p> <p>I wish to object to the Scheme in its present format. The layout of the scheme through the village should be revisited with the needs of schoolchildren, pedestrians and walkers highlighted.</p>	<p>Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p> <p>This project aims to improve the safety for all users including pedestrians. The existing paths are being widened where possible to facilitate the large number of people walking to the schools. The minimum proposed footpath width through the scheme is 2m. The Design Manual for Urban Roads and Streets provides guidance to state a minimum of 1.8m should be provided.</p> <p>This project will rebalance the street to provide safe and comfortable infrastructure for all users. A shared street provision would not be suitable for school children or less confident cyclists and therefore a segregated option has been identified as the preferred option. Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates.</p> <p>This project proposes a design that highlights the presence of the school, reduces speeds and encourages school children, teachers and parents to walk, cycle or wheel to school instead of driving.</p> <p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p>
27.	Rochford Abbey	A Chara,	Positive comments in relation to the scheme are welcome

No.	Name	Comment	Response.
	Gardening Committee	<p>I refer to the above proposal by the Co Council to provide a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare, specifically from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village.</p> <p>Rochford Abbey supports the plan in principle, as the cycle lane for the safety of children going to school is important. It is also good from a health and exercise perspective. If it reduces the number of cars through the village, this will be a positive development environmentally. It is noted that cycle lanes are part of Government policy to reduce the use of cars and promote safe healthy activity for adults and children.</p> <p>However, there are some concerns. Kill village is often used as a 'rat run' for motorists avoiding delays on the N7, which, unfortunately, is all too frequent. If the road through the village is being narrowed to facilitate the inclusion of a two-way cycle lane this could add to the traffic congestion through the village. Proposed changes to the road lay-out at Earls court and at Scoil Bhride could add to this problem.</p> <p>The removal of eleven trees in the centre of the village, and the narrowing of footpaths that will lead to the removal of space for flower pot displays by the Tidy Towns Committee is also a concern for residents. This will have a profound effect on the visual and environmental quality of the main thoroughfare.</p>	<p>and noted.</p> <p>Although the existing road is being narrowed in some locations, this should not significantly affect capacity as two lanes are being retained throughout.</p> <p>The issues around Scoil Bhride and Earls court have been addressed previously in the report and an amendment to the scheme proposed.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme. Kildare County Council will work with Rochford Abbey Gardening Committee and the Tidy Towns committee at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters. A landscape plan for the scheme will be completed at detailed design stage.</p>

No.	Name	Comment	Response.
		<p>There is also concern about the removal of railings outside Saplings School, which could impact the safety of students in the school.</p> <p>Residents call on the Co Council to reconsider the proposal, specifically the route through Kill village, and we ask that alternative routes be considered. In the event that there is no alternative route, we ask what plans the Council have to compensate for or replace the trees and spaces being removed in order to maintain the look of the village that residents of the village, and in particular the Tidy Towns Committee, have worked so hard for over decades."</p>	<p>This issue has been addressed previously in the report.</p>
28.	Ed Barrett of Gravis Planning	<p>On behalf of our client, MIRC Properties Limited, we wish to provide comment on the submitted Part 8 planning application for the proposed Naas to Kill Cycle Scheme (Planning Ref. P82022.17).</p> <p>As the owner of property on Johnstown Main Street which is directly affected by the proposals our client wishes to express, first of all, their disappointment at the lack of advance engagement undertaken by Kildare County Council. The proposals –which represent a significant change to the previously consented Naas to Kill Cycle Scheme –have clearly been in design development for some time. At no stage however, has the Council approached our client to discuss the detail of the proposal and how it may affect their property. This is despite the fact that the red line boundary of the Part 8 application encroaches quite significantly into our client's land ownership. This lack of engagement is especially disappointing given that our client has been liaising with Kildare County Council over an extended period of time regarding development proposals for their own property (Planning Reg. Ref. 22/632; ABP Ref-314380-</p>	<p>As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 11 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes.</p>

No.	Name	Comment	Response.
		<p>22). There has been ample opportunity for the planning authority to discuss the revised proposals with our client in advance of this stage, but it has chosen not to do so.</p> <p>We note that the proposed two-way cycle lane to the south of the carriageway will result in the loss of a significant amount of existing on-street parking spaces in Johnstown, including to the front of our client's site. Our client aims to deliver much-needed mixed-use (retail and residential) development to the Main Street of Johnstown and is concerned that the loss of on-street parking will have a commercial impact in this regard. As set out in the submitted Planning Report, the alternative design approaches considered for the project included shared street provision and the provision of cycle lanes on both sides of the road-both of which would appear to have reduced potential for impact on existing businesses in Johnstown. These options however, have been discarded in favour of 'Option 4', a two-way cyclelane to the south of the road. No detail of the assessment of alternatives as it relates to Johnstown i.e. a detailed breakdown of scoring under the various assessment criteria, specifically relating to Johnstown -has been provided in the application material. In the interests of clarity and transparency and robust decision-making the application material should be updated to include full detail of the assessment of alternatives and circulated for information and comment at the earliest opportunity to local businesses, residents and landowners.</p> <p>Our client is concerned that the impact on Johnstown arising out of the chosen option is unduly significant given the concentration of businesses on the southern side of the road (in contrast to Kill, where businesses are concentrated on the northern side of the road). Notwithstanding this, we note the statement within the</p>	<p>A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Common Appraisal Framework for Transport Projects and Programmes published by the Department of Transport. In addition all options were assessed using a Quality of Service (QoS) assessment. The QoS is a measurement of the degree to which the attributes and needs of the cyclist are met. For each assessment criteria considered, options were compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. Option 4 (the provision of a two-way cycle track on the south side of the road) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists.</p> <p>Four on street parking spaces have been retained at this location. It should be noted that parallel parking bays are proposed to replace the perpendicular parking spaces for safety reasons. It is understood that the space required to accommodate this section of the project is within public ownership.</p>

No.	Name	Comment	Response.
		<p>submitted material—specifically addressing car parking capacity in Johnstown -that “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”. While the detail of this parking survey is not provided in the submitted material², the Council is clearly satisfied that, in the event of approval being granted, there is ample car parking capacity in Johnstown to cater for existing and planned future development, including new retail development as envisaged by our client under ABP-314380-22.</p> <p>In conclusion, while we do not object to enhanced cycle infrastructure, we are not convinced that the chosen option is the optimal approach for Johnstown and would appreciate greater engagement and clarity from the Council regarding design detail, the assessment of alternatives delivery timelines, construction stage impact, and compensatory measures that are proposed for local business and property owners.</p>	<p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p> <p>A construction programme for the scheme will be developed at detailed design stage.</p>
29.	Naas Cycle Campaign	<p>Naas Cycling Campaign welcomes this scheme. The above changes would improve the scheme to a level that would be an exemplar in Ireland of quality cycle lane design. Please see attached for full submission.</p> <p>In particular:</p> <p>Removal of shared space with pedestrians from the scheme, in particular outside Saplings school in Kill and across from the Johnstown Inn in Johnstown.</p>	<p>Positive comments and suggestions are welcome and noted.</p> <p>There is currently no existing cycle infrastructure within Johnstown or Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle.</p> <p>In the villages, the cycle track transitions to shared use in locations with pinch points or constrained cross sections. The example at Saplings school would have a significant impact on the community woodland walk as the width of the footpath directly outside Saplings school has been retained and the</p>

No.	Name	Comment	Response.
		<p>Narrowing of the main carriageway in the villages and reducing the posted speed limits to 30kph.</p> <p>Creating a network of cycle lanes to link in with this scheme, in particular on the Dublin Road in Naas and the Rathmore Road in Kill.</p> <p>Use of Zebra crossings in Kill and Johnstown villages to increase accessibility for pedestrians and cyclists.</p> <p>Provision of a physical barrier and/or verges to protect the bidirectional cycle lane from general traffic in the villages.</p>	<p>carriageway reduced through this section. Therefore, to retain the community woodland, to limit removal of mature trees and to potentially avoid land take to facilitate the scheme, a 3m wide shared use surface is proposed at this location.</p> <p>At Johnstown Inn, in order to avoid negative impact on boundaries of private properties, to retain the existing stone cobbled drain on the sides of the carriageway, and in order to avoid removing further parking in Johnstown village, a shared surface is required in this localised section of the scheme.</p> <p>The carriageway in the villages has generally been reduced to 6m with a localised section outside of the Saplings Special school in Kill reduced to 5.5m.</p> <p>The reduction in speed limit is subject to a county wide review of speed limits and is subject to a statutory process.</p> <p>This project currently focuses on the connection between Naas and Kill. Further connections and expansions in the cycle network will be considered in the future in line with the Greater Dublin Area Cycle Network Plan.</p> <p>The use of zebra crossings in both villages to replace the proposed uncontrolled crossings will be considered as part of the detailed design. Toucan crossings have been proposed to make the crossing facilities more accessible for people particularly those with visual or hearing impairments.</p> <p>The 3m wide bi-directional cycle track will have a 100mm upstand kerb from the carriageway. Physical barriers were considered however, these may reduce the effective width of the cycle track. Verges were also considered and included where feasible.</p>

No.	Name	Comment	Response.
		<p>We would be delighted to get the opportunity to discuss this scheme further with the designers.</p> <p>Naas Cycling Campaign Submission to Kildare County Council</p> <p>Naas Cycling Campaign is a local organisation dedicated to advocating for improved cycling facilities in Naas and the surrounding area. We are members of the Irish Cycling Advocacy Network, cyclist.ie, and the Kildare Public Participation Network.</p> <p>Overall, we welcome the proposal for improved active travel facilities in Kill and Johnstown. The scheme is of a high quality overall. The cycleway in the main is of a good width and provides for segregated cycling separate from car traffic.</p> <p>However, the following points would, in our opinion, improve the proposed scheme.</p> <p>1. Shared use paths are used in the villages at certain pinch points, which negates the benefits of the segregated cycle tracks. In Johnstown, on page 12 of the Part 8 drawings and across from the Johnstown Inn, a shared use path is preferred in the plan to the removal of on street parking or narrowing the carriageway. This is despite the fact that there is a car park across the road. At one point there is a water pump retained in the middle of the path. This is directly in the path of cyclists leaving the bidirectional cycle lane. In Kill there is a shared path provided for across from Saplings school that will be a high pedestrian and cycling traffic area due to access required for both schools. This is inappropriate and consideration should be given to alternative solutions such as a one-way system for vehicular traffic or the CPO</p>	<p>Noted.</p>

No.	Name	Comment	Response.
		<p>of land to ensure that adequate cycle paths and footpaths can be provided.</p> <p>2. Outside the villages, the layout comprises a 4m shared surface for pedestrians and cyclists. Considering that this is going to be a main active travel route between Naas and Kill, the use of shared space is not ideal and separate bike lanes and footpaths should be provided.</p> <p>3. As per DMURS section 4.3.1 verges on the arterial routes between the villages should be 1.5-2m, not 0.5m or 0m as designed in this document.</p> <p>4. A maximum of a 7m carriageway should be used on the roads between villages as per DMURS. At points between Johnstown and Kill the carriageway is 9m. This extra space should be used for verges to distance active travel users from motorised traffic.</p> <p>5. In Johnstown and Kill villages there will be high numbers of pedestrians and cyclists. Therefore, a lower speed limit of 30km/h should be applied and designed for, as per DMURS section 4.1.1. This would be facilitated through a carriageway width of 5.5m, rather than the proposed 6m. It should also be extended beyond St Brigid's National School to ensure the school is within the lower speed area.</p> <p>6. There are not enough crossing points provided in the villages. In Johnstown, there is no crossing point provided for pedestrians. In Kill there are 2 crossings provided for, both of which are toucan crossings which are inappropriate for the road use (section 4.3.2 of DMURS manual) and zebra crossings, with or without belisha beacons, should be used instead. These would be cheaper and provide greater accessibility due to being</p>	<p>The provision of segregated cycle and pedestrian facilities between the villages will be considered as part of the detailed design and possible future works in the area, subject to funding being provided.</p> <p>It is outside the scope of this project to increase the width of grass verges, however, this issue can be examined as part of the detailed design process.</p> <p>Noted.</p> <p>Noted.</p> <p>The provision of additional crossing facilities in both villages will be reviewed and considered as part of the detailed design.</p>

No.	Name	Comment	Response.
		<p>able to provide more crossing points. These further crossing points should be located at the bus stops outside The Gables/Whitethorn Grove to access the bus stops there, outside the Old House pub and at the RC church to access the church and bus stops there. In Johnstown, crossings should be provided outside the Centra and Johnstown Inn.</p> <p>7. The bidirectional cycle tracks in the villages have no protection from general traffic. Verges should be used, or where space is unavailable the use of physical barriers should be considered. See attached photograph (Figure 1) of a barrier used in Dun Laoghaire/Rathdown CC as an example.</p> <p>8. Continuous footpaths across junctions are provided for in some instances but not all. For instance, there is no continuous footpath across the junction with the car park in Johnstown. Additionally, at the laneway beside the Old House (pg. 16 Part 8 Drawings) there should be a continuous pathway provided.</p> <p>9. Throughout the correct use of tactile paving should be used, unlike in other schemes such as in Sallins. The use of rounded corduroy paving should never be used across a cycle lane due to the dangers of slipping on these, and instead the use of flat-topped bar paving should be used.</p> <p>10. Links to the active travel route to Kerdiffstown to the north of Johnstown should be improved as the construction of the park there will be a key attraction and use driver for the active travel scheme.</p> <p>11. In Kill there is a large amount of housing off the Rathmore Road, and this should be prioritised for</p>	<p>Noted.</p> <p>The provision of continuous footpaths at all side roads will be reviewed and considered as part of the detailed design.</p> <p>Tactile paving will be provided in line with guidance including the ladder and tramline tactile paving for transitioning between shared use and cycle track.</p> <p>In relation to providing links to the active travel route to Kerdiffstown to the north of Johnstown and to the housing off the Rathmore Road in Kill, this is outside of the scope of this project but will be considered as part of future works.</p> <p>Noted.</p>

No.	Name	Comment	Response.
		<p>provision of cycling infrastructure to link in with this scheme.</p> <p>12. Finally, the scheme should link into the proposed Dublin Road scheme in Naas to provide a continuous cycling route from Kill to Naas town centre.</p> <p>To conclude Naas Cycling Campaign welcomes this scheme. The above changes would improve the scheme to a level that would be an exemplar in Ireland of quality cycle lane design.</p> <p>In particular:</p> <ul style="list-style-type: none"> - Removal of shared space with pedestrians from the scheme, in particular outside Saplings school in Kill and across from the Johnstown Inn in Johnstown. - Narrowing of the main carriageway in the villages and reducing the posted speed limits to 30kph. - Creating a network of cycle lanes to link in with this scheme, in particular on the Dublin Road in Naas and the Rathmore Road in Kill. - Use of Zebra crossings in Kill and Johnstown villages to increase accessibility for pedestrians and cyclists. - Provision of a physical barrier and/or verges to protect the bidirectional cycle lane from general traffic in the villages. <p>We would be delighted to get the opportunity to discuss this scheme further with the designers.</p>	<p>The scheme will link into the other cycle schemes currently being designed in Naas, in particular on Dublin Road and Monread Road."</p>
30.	Ian Glendon	<p>To whom it may concern:</p> <p>I wish to start by stating I am a father of 2 young children living in Earls Court in Kill and am an advocate of any</p>	

No.	Name	Comment	Response.
		<p>project that promotes sustainability and road safety.</p> <p>I believe the above proposed cycle route would benefit the community in Kill and surrounding areas, however, it is critical that a number of amendments be incorporated into the proposal including consideration for the route not to go through the town centre of Kill.</p> <p>1. Removal of right turning lane into Scoil Bhride. The current proposal shows that the right turning lane in the school is being removed. This will result in cars wating to turn right in to the school blocking the only eastbound exit route from Kill Village. This will cause traffic backlogs through the entire village during drop off and collection times. Additionally, it will encourage drivers to bypass the school by using Earls Court and Hillfort as a 'rat run'.</p> <p>2. Removal of Proposed Roundabout at Scoil Bhride. There is currently no right turn when exiting Scoil Bhride heading east, away from Kill Village. Unfortunately, this is not adhered to by vehicles exiting the school and causes significant delays in the school car park. This in turn drives parents to misuse local residential estates, lanes, and kerbside to collect/drop off children, putting both their children another pedestrian in harm's way.</p> <p>In the 2017 proposal (ref: P82017.014), a roundabout is shown at the entrance/exit of Scoil Bhride. The provision of this round about would have allowed for vehicles to safely exit the school eastbound. To allow safe ingress/egress to Scoil Bhride this roundabout should be reinstated.</p>	<p>Positive comments are welcome and noted.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>Consultation will continue with the school officials to reinforce the project's aim to make it easier and safer for people to walk and cycle for their everyday journeys to and from the school. The project provides protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p> <p>Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates. Congestion issues at the school gate can be tackled by considering an integrated design that removes or at least reduces traffic volumes, reduces speeds, discourages set down, and provides an alternative, attractive means of travel to school. Therefore, a "School Zone" design has also been proposed outside Scoil Bhride to highlight the presence of the school, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving.</p>

No.	Name	Comment	Response.
		<p>3. Junction at Earl's Court The proposal shows the roundabout at Earls court removed and replaced with a standard junction. Improvements at the roundabout are urgently required, but the proposed solution will make it very difficult for residents to exit Earls Court safely.</p> <p>The proposed solution shows the line at which cars would be required to stop when exiting Earls Court to be further back in the estate in relation to the existing yield position. The current sightline in the direction of Dublin is very limited (approx. 20m) and this coupled with the speed the cars approach from same direction makes it very dangerous for users of this proposed junction. Sightlines at 50kmph should be 70m as per Table 3 of Nation Roads Authority TD9. www.tiipublications.ie/library/DN-GE0-03031-06.pdf</p> <p>In addition to the above, the 2017 proposal (ref: P82017.014) showed a 'raised table' traffic calming ramp at this junction. This raised table should be reinstated in the current plans to calm traffic. It's of note that there appears to be a 250m section of main road (between the two school zones) without any traffic calming measures in the current proposal. Vehicles traveling downhill towards Kill Village do so at too high a speed therefore traffic calming measures at the junction to Earls Court are vital.</p> <p>4;. School Children's Safety There are currently guard rails installed between the St. Brigid's Catholic Church Car Park and Saplings School and partially towards Scoil Bhríde. These appear to be removed in the current proposal and replaced with pencil bollards. Hundreds of school children use these footpaths daily, for their safety it would be prudent to ensure these</p>	<p>The extension of the pencil bollards will be examined as part of the detailed design stage.</p>

No.	Name	Comment	Response.
		<p>pencil bollards extend from nominated satellite school car park at St. Brigid's Catholic Church to the entrance of Scoil Bhríde.</p> <p>5. Pedestrian Safety The central pedestrian refuges throughout Kill act both as support for crossing the road and importantly traffic calming, are planned to be removed. While the refuge at Saplings School is being replaced with a raised Toucan Crossing, the refuges adjacent St Johns Church and The Old House Public House are not being replaced. This will increase the average speed of vehicles through Kill. Alternative traffic calming measures should be considered in lieu of these refuges.</p> <p>6. Vehicles parking in cycle lanes The areas adjacent the school see regular poor and dangerous parking during the school collection and drop off times. See attached appendix. The proposed Pencil Bollards should be extended from entrance of Scoil Bhríde to junction of Earls Court to prevent vehicles parking on/over the bicycle lane.</p> <p>7. Removal of Trees The current proposal shows the removal of 9 no. establish trees on the eastern side of the village from Riverlawns to St Johns Church. While the Planning report calls out the reinstatement of 20 no. new trees as part of this proposal (in an undefined location), consideration should be given to amending plans so that these existing trees along the main route through Kill can be retained.</p>	<p>Where pedestrian refuge islands have been reallocated, the carriageway has been narrowed. This should help manage speeds through these sections, but this will be considered further in detailed design to investigate whether further measures are required.</p> <p>Additional measures will be considered at detailed design stage to deter illegal parking outside of the schools. The over provision of bollards can reduce the effective width of footpaths and shared paths which create pinch points and potential conflict. 100mm kerbs are currently proposed throughout but this will be reviewed at detailed design stage to consider whether increasing the kerb height would mitigate illegal parking.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme. Kildare County Council will work with the tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters. Significant measures were taken at preliminary design stage to limit the impact of the scheme on mature trees. A landscape plan for the scheme will be completed at detailed design stage.</p>

No.	Name	Comment	Response.
		<p>8. Removal of Bus Stop laybys</p> <p>The proposal shows the removal of several bus laybys in Kill, in particular the busiest bus stop which is west bound (toward Naas) adjacent St Johns Church. Buses regularly stop here for a number of minutes a peak commute times. Without a layby to allow traffic to pass this will cause significant delays to vehicles travelling through Kill. It will also promote irresponsible driving as drivers will try to drive around buses when stopped.</p> <p>I trust the above information will be fully considered and I am available to meet to discuss at your convenience.</p>	<p>Bus laybys have been removed in some locations to facilitate the provision of safe segregated cycle and pedestrian infrastructure. This provides greater priority for buses and usually incurs minimal delays for other road users. Further consultation will be carried out with service providers at the detailed design stage.</p>
31.	Johnstown Community Association	<p>Dear Sirs,</p> <p>Johnstown Community Association (JCA) was formed in 2007 and one of its main objectives is to provide, where necessary, in matters of the Association's interests, a channel of communication between local or other authorities and the residents of Johnstown, Co. Kildare. We are an umbrella group representing the Community of Johnstown made up of Johnstown Village Association, Johnstown Gardens Association, St. John's Grove Association, Furness Manor Association, Johnstown Manor Residents Association, Furness Woods and Toberton Woods and individual members of the wider community not represented by a resident association.</p> <p>In general, we have no objection to the provision of a cycleway between Naas - Johnstown - Kill; in fact, we are in favour of it. However, we object to the current proposal as we consider the width proposed within the village (3 metres) to be unnecessarily wide and excessive.</p> <p>The present walkways within the village allow for the young and the older residents to move about in safety,</p>	<p>The provision of segregated and protected infrastructure for those people who want to cycle but currently don't feel safe to do so is a core objective of the project. The design includes appropriate widths for all active travel modes.</p> <p>The impact on pedestrians, cyclists and visually impaired users has been carefully considered through the design</p>

No.	Name	Comment	Response.
		<p>and the cyclist / electric scooter user either slowed down or forced onto the road for mechanically propelled vehicles. With the width of 3 metres for the cycle way, the fear is the pedestrian will be restricted in movement within the village by the cyclist and scooter user, which will heighten the fears of the older pedestrians due to the speed and visibility of these vehicles, and the belief by the user of the vehicles that they have a right of way, and the pedestrian is just a nuisance to his travel. The village should become part of his travel and not just a pass through.</p> <p>We would require details on the laws to protect the pedestrian from mechanically propelled vehicles and how the speed can be restricted within the village on or off the cycleway. There appears to be no enforcement of speed, visibility, lights, or the rules of the road to many of the users of electric scooters and some cyclist.</p> <p>The reduction in road width may cause further problems as large commercial tractor & trailers {HGV} have a right to access to the industrial area in Johnstown and will require the turning area in the centre of the village out to the industrial estate opposite St. John's Grove estate.</p> <p>The main objection we have is to the removal at 24 car parking spaces in the village. This will simply make the existing parking problem even worse. This has been exacerbated in recent year with the existing car park in the centre of the village becoming a de-facto 'park and ride' facility for the surrounding area, and the building over of the previous access to the car parking at the rear of the Johnstown Inn building (this we believe was a temporary extension far outside dining during the Covid-19 epidemic.) This will be further worsened by the large increase in population in the area due to recent completion of three housing estates. A 'park & ride' facility</p>	<p>process. At some locations in Johnstown, without significant land take affecting a number of by private properties, there is insufficient room to provide segregated facilities.</p> <p>Enforcement of road and traffic regulations is a matter for An Garda Siochana and your observations will be sent to them for their attention.</p> <p>The banning of HGVs in the village is outside the scope of this project. The introduction of a segregated cycletrack and improved pedestrian facilities will assist vulnerable road users by increasing segregation and highlighting crossing points.</p> <p>Based on the submissions received, the layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. The redesigned public car park in Johnstown is shown on a drawing in Appendix F.1. This revised layout will be subject to a separate statutory consultation process in due course.</p>

No.	Name	Comment	Response.
		<p>has been discussed in the past with the local councillor which we believe is needed at present to relief the present lack of parking in the community.</p> <p>With insufficient public transport within the community, it is not possible to reduce the requirement for vehicles in the area and until this problem is solved by the Council any attempt to reduce parking will only lead to major problems.</p> <p>We would welcome a meeting with KCC to discuss the above and the cycleway before any work commences. Yours sincerely Treasurer JCA</p> <p>Dear Sir /Madam</p> <p>We wish to comment on section (b) ""Johnstown Village"" of the proposed plan as follows:</p> <p>We note, from the plans, that it is proposed to remove 2 parking spaces opposite the 'Centra shop in the village. We would be opposed to any such move as there is already a problem with lack of parking space at this shop and consequent traffic congestion at this point. We would suggest that, if it is proposed to put in a pedestrian crossing here it should be on the lower (Naas) side of the junction * where the road is already narrowed - to avoid loss of these spaces.</p> <p>We also note that it is proposed to remove the two existing ramps on this section of the road and we would again suggest that if this is done, the two parking spaces which were lost when putting in these ramps, should be</p>	<p>On street parking spaces are being retained where possible with a priority for residential parking for those without off street parking facilities.</p> <p>Removing the 2 no. parking spaces outside of the Centra shop is required to facilitate the provision of safe segregated pedestrian and cycle infrastructure.</p> <p>It is not proposed to remove existing speed ramps in Johnstown village. This will be reviewed as part of the detailed design.</p>

No.	Name	Comment	Response.
		<p>restored.</p> <p>We would be quite happy to demonstrate our suggestions on site should you wish.</p> <p>Indirectly we would like to make 2 points 1) We welcome the traffic calming measures in the village as it is currently a rat run every evening from 5 pm onwards for cars and trucks coming off the motorway and back up to the Naas ball to get back onto the motorway. The village should have a 30kph speed limit. However, we would renew our request for HGV trucks (over 5 ton) to be banned from the village (as they already are in the neighbouring village of Kill) in the interest of public safety and to the benefit of pedestrians, cyclists and motorists alike. And also we renew our request to have the 50kph speed sign on the Kill sign of our village moved further out from the village.</p> <p>2) Secondly we would like to point out also that the scheme should consider the indirect access roads to the cycle way in Johnstown as this has obvious consequences to the number of users of the cycle way. The footpath and road that currently the local and business people cycling/walking in from Weston, Furness, St Johns Grove and surrounding areas (where further developments are scheduled for), is not adequate"" At the start of St Johns Grove development the footpath ends and walkers and young cyclists are required to cross over to Johnstown Gardens. There is a hump on the road where visibility is reduced and makes crossing of the road to and from Johnstown gardens very unsafe. We are aware of this having made several cycles with children to and from school.</p> <p>Yours faithfully JCA Committee"</p>	<p>The banning of HGVs in the village is outside the scope of this project. The introduction of a segregated cycletrack and improved pedestrian facilities will assist vulnerable road users by increasing segregation and highlighting crossing points.</p> <p>The reduction in speed limit is subject to a county wide review of speed limits and is subject to a separate statutory process.</p> <p>Improvements to the road and footpaths in Weston, Furness, St Johns Grove and surrounding areas in Johnstown is outside the scope of this project but will be considered as part of future works in the area.</p>

No.	Name	Comment	Response.
32.	Laura Kinirons	<p>Part 8 -Proposed Naas to Kill Cycle Scheme Planning Reference P82022.17</p> <p>Dear Sir,</p> <p>I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.</p> <p>The scheme as proposed has gone for option 4 in the planning report which is a two-way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and ""The Ball"" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in</p> <p>* The removal of trees within the village environs</p> <p>* Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular</p>	<p>A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Common Appraisal Framework for Transport Projects and Programmes published by the Department of Transport. In addition all options were assessed using a Quality of Service (QoS) assessment. The QoS is a measurement of the degree to which the attributes and needs of the cyclist are met. For each assessment criteria considered, options were compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. Option 4 (the provision of a two-way cycle track on the south side of the road) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere within the project area resulting a net gain of trees for the scheme. Kildare County Council will work with both tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters.</p> <p>In addition, the scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p>

No.	Name	Comment	Response.
		<p>* Shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis.</p> <p>* The narrow footpath from Scoil Bride down through the village to the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed it will pose a safety to pedestrians and walkers in general as they traverse this route on their daily walks.</p> <p>Preference has been given to cyclists over the pedestrians in the proposals for the village and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general.</p> <p>I wish to object to the Scheme in its present format. The layout of the scheme through the village should be revisited with the needs of school children, pedestrians and walkers highlighted.</p>	<p>This project aims to improve the safety for all users including pedestrians. The existing paths are being widened where possible to facilitate the large number of people walking to the schools. The minimum proposed footpath width through the scheme is 2m. The Design Manual for Urban Roads and Streets provides guidance to state a minimum of 1.8m should be provided.</p> <p>This project will rebalance the street to provide safe and comfortable infrastructure for all users. A shared street provision would not be suitable for school children or less confident cyclists and therefore a segregated option has been identified as the preferred option. Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates.</p> <p>This project proposes a design that highlights the presence of the school, reduces speeds and encourages school children, teachers and parents to walk, cycle or wheel to school instead of driving.</p> <p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p>

No.	Name	Comment	Response.
33.	Sarah Coll	<p>Kill Title: T-Junction at The Dew Drop</p> <p>Plan does not give consideration to vehicular traffic coming into Kill village from the L2019 to the T-junction at The Dew Drop, in particular those needing to turn right into the village. Has the proposal taken into consideration increased traffic due to housing developments at Kilheale Manor and The Meadows which will lead to increased traffic? I do not believe it has when the current drawings and proposal are reviewed with respect to the priority given to cycle lanes and cyclists. Personally I would suggest that the need for traffic signals at this junction needs to be considered as it is.</p> <p>Kill Title: T-Junction at Earls Court</p> <p>Similar observation to that for the T-Junction at The Dew Drop, in particular due to new housing development within Earls Court and the increased traffic that can be expected as a result. It will be difficult to turn right out of Earls Court with the proposed location of the cycle paths and reduced visibility for traffic coming in both directions on the main road.</p> <p>Proposed Cycle Scheme Title: Cyclist Volume & Public Transport</p> <p>What is the expected usage/volume of cyclists for a cycle path from Naas to Kill? What is driving the demand for such drastic changes? I understand the need to improve amenities and modes of transport but reality also needs to be considered. How will this cycle path benefit those commuting outside of the area of the cycle path?</p>	<p>The proposal aims to enable a modal shift from private vehicles to more sustainable modes by providing prioritised, protected infrastructure for pedestrians and cyclists. The scheme is not designed to improve access and priority for motorised traffic from new residential developments.</p> <p>The scheme is not designed to improve access and priority for motorised traffic from new residential developments.</p> <p>The project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. This project will form an important part of the Kildare cycle network and connect into other developing proposals to provide a coherent network that enables people to cycle for their everyday journeys.</p>

No.	Name	Comment	Response.
		<p>Additionally, the report only references the frequency of buses during peak period. Outside the peak period, the frequency can be 40mins, with services frequently being delayed. There is one bus route servicing Kill. Overall the public transport options are limited and should be improved before a cycle path such as that proposed is even considered.</p> <p>Proposed Cycle Scheme Title: Bus Stop</p> <p>The drawings appear to remove at least 1x Bus layby in Kill village, outside the park. How is this considered to be an improvement from a public transport perspective? It will cause further delays within the village itself. Surely the safest option for a bus stop is to have a layby? I do not believe that this has been properly considered.</p> <p>Proposed Cycle Scheme Title: Right Turn at Scoil Bhríde, Kill</p> <p>Removal of the right hand turning lane at Scoil Bhríde will cause traffic congestion within the village. Such an amenity should not be lost for a cycle path.</p> <p>Proposed Cycle Scheme Title: Removal of Trees</p> <p>Removal of trees should be avoided. The proposal does not make any recommendations about replacing these trees.</p>	<p>Increasing the frequency of public transport is outside the scope of this project.</p> <p>Bus laybys have been removed in some locations to facilitate the provision of safe segregated cycle and pedestrian infrastructure. This provides greater priority for buses and usually incurs minimal delays for other road users. Further consultation will be carried out with service providers at the detailed design stage.</p> <p>This issue has been addressed previously in the report and an amendment to the scheme proposed.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere resulting a net gain of trees for the scheme. Kildare County Council will work with the tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters. Significant measures were taken at preliminary design stage to limit the impact of the scheme on mature trees. A landscape plan for the scheme</p>

No.	Name	Comment	Response.
		<p>Proposed Cycle Scheme Title: Car Parking Spaces - Kill Village</p> <p>I suspect the proposed reduction in car parking spaces does not take into consideration the increased number of users arising from new housing developments in the village. Off street parking is generally privately owned e.g. Spar, The Dew Drop and should not be counted within the spaces being detailed in the report.</p>	<p>will be completed at detailed design stage.</p> <p>On street parking spaces are being retained where possible with a priority for residential parking for those without off street parking facilities.</p>
34.	Laura Kinirons	<p>Dear Sir, Madam</p> <p>I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.</p> <p>The scheme as proposed has gone for option 4 in the planning report which is a two-way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and "The Ball" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in</p> <ul style="list-style-type: none"> • The removal of trees within the village environs 	<p>A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Common Appraisal Framework for Transport Projects and Programmes published by the Department of Transport. In addition all options were assessed using a Quality of Service (QoS) assessment. The QoS is a measurement of the degree to which the attributes and needs of the cyclist are met. For each assessment criteria considered, options were compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. Option 4 (the provision of a two-way cycle track on the south side of the road) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, and quality of service for cyclists.</p> <p>The scheme does impact a number of trees however the trees will be replanted elsewhere within the project area resulting a net gain of trees for the scheme. Kildare County</p>

No.	Name	Comment	Response.
		<ul style="list-style-type: none"> • Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular • Reduction in the available footpath space for pedestrians and schoolchildren. • Shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis. • The narrow footpath from Scoil Bride down through the village to the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed, it will pose a safety hazard to pedestrians and walkers general as they traverse this route on their daily walks. 	<p>Council will work with both tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters.</p> <p>In addition, the scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p> <p>This project aims to improve the safety for all users including pedestrians. The existing paths are being widened where possible to facilitate the large number of people walking to the schools. The minimum proposed footpath width through the scheme is 2m. The Design Manual for Urban Roads and Streets provides guidance to state a minimum of 1.8m should be provided.</p> <p>This project will rebalance the street to provide safe and comfortable infrastructure for all users. A shared street provision would not be suitable for school children or less confident cyclists and therefore a segregated option has been identified as the preferred option. Traffic at the front of school during drop-off and pick-up times presents a safety hazard for school children and impacts on air quality in the vicinity of the school gates.</p> <p>This project proposes a design that highlights the presence of the school, reduces speeds and encourages school children, teachers and parents to walk, cycle or wheel to school instead of driving.</p>

No.	Name	Comment	Response.
		<p>Preference has been given to cyclists over the pedestrians in the proposals for the villa/le and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general.</p> <p>I wish to object to the Scheme in its present format. A review of the scheme is required to prioritise the needs of pedestrians and schoolchildren in the layout of the scheme through the village.</p>	<p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p>
35.	Anthony Lawlor	<p>Cycle Scheme</p> <p>I welcome the proposal to relocate the bus stop from outside Johnstown House to nearer the centre of the village. The current location of the bus stop is in front of a wall with a railing, which were constructed in the mid 19m century. Since the bus stop was located at this location damage has been done to the entrance gate and railing.</p> <p>Park and Ride facility</p> <p>At the Maudlins entrance to Johnstown Village, there is a parcel of land in the ownership of TII, which could be used as a park and ride facility. The lands are adjacent to the motorway with easy access and would allow more use of public transport.</p>	<p>Positive comments and suggestions are welcome and noted.</p>
36.	Justin Kinirons	<p>I wish to object to the proposed cycleway from Kill to Naas.</p> <p>The reasons why are stated below:</p> <ul style="list-style-type: none"> - Removal of trees and planters within the village ruins the Tidy Town winning look of the village 	<p>The scheme does impact a number of trees however the trees will be replanted elsewhere within the project area</p>

No.	Name	Comment	Response.
		<ul style="list-style-type: none"> - General character of the village will be lost with overbearing cycle lanes (Example Sallins) - We already have a two-way pedestrian and cyclist path operating from Kill to Naas with no issues - Footpath is already narrow enough in some parts without needing to become even narrower - Car parking spots will be removed and there is already limited parking within the village - Have the people of Kill even asked for this scheme? Or has Kildare County Council just decided to give them this scheme unnecessarily? <p>I wish to object to the Scheme and do not wish for it to be actioned.</p>	<p>resulting a net gain of trees for the scheme. Kildare County Council will work with both tidy town committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme including the provision of planters.</p> <p>In addition, the scheme does require the reallocation of a number of green areas and flower beds maintained by the Tidy Towns committees in both villages. Kildare County Council will work with both committees at detailed design stage to endeavour to incorporate their proposals into the proposed scheme. A landscape plan for the scheme will be completed at detailed design stage.</p> <p>Noted.</p> <p>This project aims to improve the safety for all users including pedestrians. The existing paths are being widened where possible to facilitate the large number of people walking to the schools.</p> <p>On street parking spaces are being retained where possible with a priority for residential parking for those without off street parking facilities.</p> <p>There is currently no existing cycle infrastructure within Kill village which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.</p>

4. 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 subject to the following amendments:

1. It is proposed to amend the scheme to retain and include an upgrade to the existing mini roundabout outside of the Earls Court Estate entrance in Kill.
2. As part of the scheme, accommodation works will be undertaken along the Special Saplings school edge adjacent to Main Street in Kill, subject to agreement. Possible accommodation works would include a railing on top of the existing wall over the full length of the boundary wall and upgraded gates.
3. A proposed amendment of no longer permitting right turning (northbound) vehicles to enter the Scoil Bhríde in the interests of road safety. Motorists that need to drive to the school, from Kill Village (northbound) direction can continue to the roundabout at the N7 Interchange exit (7) and access the school by turning left to enter the school grounds.
4. The layout of the existing off street public car park in Johnstown has been examined and a redesign to increase its car parking capacity and provide accessible parking spaces has been undertaken. This revised layout will be subject to a separate statutory consultation process in due course.

It is considered that these changes do not materially amend the Part 8 proposals as advertised.

APPENDIX A SITE LOCATION DRAWING

DIPN SCALE 0 10 Meters



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

Site Location

A	D.K	D.K	C.B.	20/07/2022
Part 8 Planning Issue				
Rev	Drawn / Des	Checked	Approved	Date
Description				
PART 8 PLANNING ISSUE				Subsity: S0



Drawing Title
P82022.17 Proposed Naas to Kill Cycle Scheme Site Location Plan

Scale	1 : 50,000	Designed / Drawn	M.E.	Checked	D.K.	Approved	D.K.	Authorised	C.B.
Original Size	A4	Date	20/07/2022	Date	20/07/2022	Date	20/07/2022	Date	20/07/2022
Drawing Number	Project		Originator		Volume		Revision		
40000089-WSP-DG-HW-0110								A	
Location	Type	Rate	Number						

by: UNK06011

APPENDIX B CIRCULATION LIST



Comhairle Contae Chill Dara Kildare County Council

Proposed Naas to Kill Cycle Scheme

Planning Ref. P82022.17

Part 8 Development - Circulation List

Elected members:

Members of Naas Municipal District

Members of the Oireachtas

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Cathal Berry TD

Martin Heydon TD

Patricia Ryan TD

Séan Ó Fearghail TD

Fiona O'Loughlin Senator

Vincent P. Martin Senator

Kildare County Council

Planning Department

Eoghan Ryan – DOS

Gabriel Conlon – SEO

Emer Ui Fhatharta – Senior Planner

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

Kehinde Oluwatosin – Senior Executive Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer

Housing Department

Annette Aspell - DOS

David Creighton – A/Senior Architect

Alan Dunney – Senior Executive Officer

Roads, Transportation, Public Safety & Development Control

Evelyn Wright, Director of Services

John McGowan, SE

Stephen Deegan, SE

Dónal Hodgins, SE

David Reel - Naas Municipal District Roads Engineer

Kevin Dunne, SEE

Carthac De Brí, SEE

Paul McDonald, SEE

George Willoughby, SEE

Pamela Pender, A/SEO

Jonathan Walsh, Traffic Management

Declan Keogh, Roads Safety Officer

National Roads Office

Marie Whelan SE

Climate Action

Breda Maher, Regional Executive CARO

Paula O'Rourke, Climate Action Officer

Environment Department

Chris Galvin, SE

Colm Flynn, SEE

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

Kill Tidy Towns

Johnstown Tidy Towns

Naas Tidy Towns

National Monuments Service (Part of DCHG)

Eastern and Midland Regional Assembly

Office of Public Works

National Museum of Ireland

The Heritage Council

An Taisce

An Bord Pleanala

Faite Ireland

The Arts Council

Royal Irish Academy - Culture and Heritage Working Group

National Parks and Wildlife Service

Inland Fisheries Ireland

Inland Fisheries Ireland

BirdWatch Ireland
Environmental Protection Agency
Geological Survey of Ireland – Heritage Programme
Waterways Ireland
Transport Infrastructure Ireland (TII) - Environmental Unit
NTA
NTA
Irish Rail (TFI)
Bus Eireann
Ervia (includes GNI, IW, Aurora)
Irish Water
Sustainable Energy Authority Ireland (SEAI)
Chamber of Commerce
Kildare Archaeological Society
Kildare Archaeological Society
Health Service Executive
HSE National Office - Health and Wellbeing
ICOMOS Ireland
ESB Fisheries Office
ESB Head Office
Irish Georgian Society
North Kildare Trout & Salmon Anglers Association
Cyclist.ie
Cycling Ireland
Health & Safety Authority
Road Safety Authority
Dept. of Housing, Local Government and Heritage
C oras Iompair Eireann
Chief Fire Officer
Minister for Transport, Tourism and Sport

National Tourism Development Authority
Dept. of Jobs, Enterprise & Innovation
An Garda Síochána
Commission for Railway Regulations
Gáis Networks Ireland
Commission for Regulation of Utilities
Industrial Development Authority Ireland
Irish Wildlife Trust
Tree Council of Ireland
Eir Group HQ
Dept. of Agriculture, Food and the Marine
Dept. of Education
Depart. of Children, Equality, Disability, Integration and Youth
Dept. of Enterprise, Trade and Employment
Dept. of Environment, Climate and Communications
Dept. of Further and Higher Education, Research, Innovation and Science
Dept. of Housing, Local Government and Heritage
Dept. of Rural and Community Development
Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media
Department of Transport
Irish Rail
Tec Security, Johnstown
Tailored Equestrian, Johnstown
Victoria Garden, Johnstown
Centra, Johnstown
The Owner (Residential Property), Johnstown
Johnstown Inn, Johnstown
Sunny Dry Cleaners, Kill
The Owner (Residential Property 1), Kill
The Owner (Residential Property 2), Kill

The Owner (Residential Property 3), Kill

EuroSpar, Kill

Kildare Tool Making Services Limited, Kill

Mollys Barber Shop, Kill

Ladbrokes, Kill

The Owner (Residential Property 4), Kill

The Owner (Residential Property 5), Kill

The Owner (Residential Property 6), Kill

Parish Office (Saint Brigids Catholic Church), Kill

Scoil Bhríde & Saint Brigids National School, Kill

Earls Court Residents Association, Kill

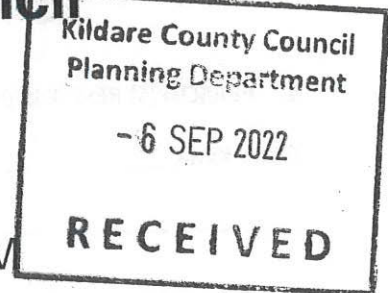
Saplings Special School, Kill

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 (Sustainable Transport)

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

Gerry Kane

Email:

Contact No.: 0

3. SITE LOCATION:

Dublin Road roundabout (Naas Ball) to Slí na Naomh junction east of Kill village, Co. Kildare

4. LEGAL INTEREST IN LAND/STRUCTURE:

KCC Landowner

5. SITE AREA (IN HECTARES):

8.537 hectares (4.4km in length)

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

Provision of a 3m wide protected bi-directional cycle track in locations as shown on the Part 8 drawings.
Provision of a 4m wide shared pedestrian and cyclist facility in locations as shown on the Part 8 drawings.

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

N/A

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

'Old' cycle infrastructure scheme received Part 8 planning approval along this route in 2017 (Planning Reference No. P82017.014). 'Old' design consisted of shared use surfaces and on road cycling lanes. 'New' design consists of shared use surfaces and segregated bi-directional cycle tracks.

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

Friday 12th August 2022 at 11.00 – KCC Internal Departments (Attendance list attached)

Wednesday 17th August 2022 at 11.00 – KCC Internal Departments (Attendance list attached)

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

Between Wednesday 7th September and Wednesday 5th October 2022

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

Yes

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

Yes

SIGNED ON BEHALF OF PROPOSING INTERNAL DEPARTMENT

NAME: Dónal Hodgins
POSITION: Senior Engineer
DATE: 6th September 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.

KCC Internal Department Consultation No. 1

Meeting Summary

Total Number of Participants
 Meeting Title
 Meeting Start Time
 Meeting End Time
 Meeting ID

Not in KCC Co-Ordination Scheme - Pre-Parish Consultation with Internal Departments
 8/12/2022, 10:58:32 AM
 8/12/2022, 11:06:00 AM
 90348327-a72b-4c3c-8574-4354c4e492e

Full Name

Faith O'Neale
 Gerry Don
 David Llewellyn
 Dáire Ní McKernick
 Eoin Duane
 Mark Flanagan
 Carroll O'Leary

Join Time

8/12/2022, 10:58:22 AM
 8/12/2022, 10:58:34 AM
 8/12/2022, 10:59:08 AM
 8/12/2022, 10:59:34 AM
 8/12/2022, 11:00:33 AM
 8/12/2022, 11:05:03 AM
 8/12/2022, 11:05:17 AM

Leave Time

8/12/2022, 11:25:58 AM
 8/12/2022, 11:25:58 AM
 8/12/2022, 11:25:58 AM
 8/12/2022, 11:25:57 AM
 8/12/2022, 11:25:58 AM
 8/12/2022, 11:25:58 AM
 8/12/2022, 11:25:58 AM

Duration

27m 36s
 17m 4s
 16m 50s
 26m 23s
 25m 25s
 20m 54s
 0m

Email

[Redacted]

Role

Participant ID (UUID)

Kildare County Council
 Planning Department
 - 6 SEP 2022
 RECEIVED

KCC Internal Department Consultation No. 2

1. Summary

Attended participants 17
 Start time 17/8/22, 10:57:31
 End time 17/8/22, 11:33:14
 Meeting duration 35m 43s
 Average attendance time 30m 29s

2. Participants

Name	First join	Last leave	In-meeting duration	Email	Participant ID (UPN)	Role
Bridget Loughlin	17/8/22, 10:57:37	17/8/22, 11:32:44	35m 6s			Presenter
Yasir Khan	17/8/22, 10:57:47	17/8/22, 11:32:48	35m 1s			Presenter
David Reel	17/8/22, 10:58:41	17/8/22, 11:32:49	34m 8s			Presenter
Gerry Kane	17/8/22, 10:59:04	17/8/22, 11:32:52	33m 47s			Organizer
Elaine Donohoe	17/8/22, 10:59:12	17/8/22, 11:32:45	33m 33s			Presenter
Patricia Hyland	17/8/22, 10:59:22	17/8/22, 11:31:09	31m 47s			Presenter
Ruth Kidney	17/8/22, 10:59:36	17/8/22, 11:32:49	33m 13s			Presenter
Paul Patton	17/8/22, 10:59:42	17/8/22, 11:32:53	33m 10s			Presenter
Derek M. McCormack	17/8/22, 11:00:13	17/8/22, 11:32:48	31m 34s			Presenter
John Delaney	17/8/22, 11:00:21	17/8/22, 11:32:53	32m 32s			Presenter
Sharon O'Gara	17/8/22, 11:00:35	17/8/22, 11:20:10	19m 35s			Presenter
Carmel O'Grady	17/8/22, 11:00:35	17/8/22, 11:32:48	32m 12s			Presenter
Kevin Dunne	17/8/22, 11:00:41	17/8/22, 11:32:56	32m 15s			Presenter
Michael Hurley	17/8/22, 11:00:57	17/8/22, 11:32:44	31m 46s			Presenter
Jonathan M Walsh	17/8/22, 11:03:17	17/8/22, 11:32:49	29m 32s			Presenter
Andrew O'Mullane	17/8/22, 11:04:56	17/8/22, 11:32:50	27m 53s			Presenter
Colm Lynch	17/8/22, 11:23:08	17/8/22, 11:33:14	10m 6s			Presenter

3. In-Meeting activities

Name	Join time	Leave time	Duration	Email	Role
Bridget Loughlin	17/8/22, 10:57:37	17/8/22, 11:32:44	35m 6s		Presenter
Yasir Khan	17/8/22, 10:57:47	17/8/22, 11:32:48	35m 1s		Presenter
David Reel	17/8/22, 10:58:41	17/8/22, 11:32:49	34m 8s		Presenter
Gerry Kane	17/8/22, 10:59:04	17/8/22, 11:32:52	33m 47s		Organizer
Elaine Donohoe	17/8/22, 10:59:12	17/8/22, 11:32:45	33m 33s		Presenter
Patricia Hyland	17/8/22, 10:59:22	17/8/22, 11:31:09	31m 47s		Presenter
Ruth Kidney	17/8/22, 10:59:36	17/8/22, 11:32:49	33m 13s		Presenter
Paul Patton	17/8/22, 10:59:42	17/8/22, 11:32:53	33m 10s		Presenter
Derek M. McCormack	17/8/22, 11:00:13	17/8/22, 11:32:48	31m 34s		Presenter
John Delaney	17/8/22, 11:00:21	17/8/22, 11:32:53	32m 32s		Presenter
Sharon O'Gara	17/8/22, 11:00:35	17/8/22, 11:20:10	19m 35s		Presenter
Carmel O'Grady	17/8/22, 11:00:35	17/8/22, 11:32:48	32m 12s		Presenter
Kevin Dunne	17/8/22, 11:00:41	17/8/22, 11:32:56	32m 15s		Presenter
Michael Hurley	17/8/22, 11:00:57	17/8/22, 11:32:44	31m 46s		Presenter
Jonathan M Walsh	17/8/22, 11:03:17	17/8/22, 11:32:49	29m 32s		Presenter
Andrew O'Mullane	17/8/22, 11:04:56	17/8/22, 11:32:50	27m 53s		Presenter
Colm Lynch	17/8/22, 11:23:08	17/8/22, 11:33:14	10m 6s		Presenter



APPENDIX D

DEPARTMENT AND STATUTORY BODY RESPONSES

**Part 8 - Proposed Naas to Kill (via Johnstown)
Cycle Scheme, Co. Kildare
- Planning Ref. P82022.17**

**List of Responses Received from Departments & Statutory
Bodies**

Consultation Portal Ref. No.	Name	Attachment
KCC-C96- 7	Transport Infrastructure Ireland	Yes
KCC-C96-41	County Kildare Chamber	Yes
KCC-C96-46	Department of Housing, Local Government & Heritage	Yes



A/Senior Executive Officer
 Roads Transportation and Public Safety Department
 Kildare County Council, Áras Chill Dara
 Devoy Park, Naas
 Co. Kildare, W91 X77F

Dát | Date
 20 September 2022

Ár dTag | Our Ref.
 TII22-120092

Bhur dTag | Your Ref.

RE: Part VIII – Proposed Naas to Kill Cycle Scheme – Planning Reference P82022.17

Dear Ms. Dempsey,

Transport Infrastructure Ireland (TII) acknowledges receipt of the above Part VIII development proposal and wishes to indicate its support for the provision of safe active travel schemes for the benefit of road users.

TII's following observations address the interface of the sections of the proposed active travel scheme between the roundabout on the R445 at N7 Junction 9 exit and the Dublin Road Roundabout at the N7 Junction 9 (Maudlins), as well as at N7 Junction 8 (Kill), both of which are within the N7 Motorway Maintenance and Renewal Contract (MMaRC) area.

TII notes that the proposed active travel scheme includes limited works to the existing active travel facilities within the scheme area, however, it is unclear from the details provided if any works to existing signing, lining, lighting or vehicle restraint systems, etc., are proposed to the R445 and associated roundabout junctions within the MMaRC contract area. Where such works are proposed, TII recommends consultation with the MMaRC.

TII requests that the above observations are taken into consideration in the assessment of the proposed Part VIII development, to ensure the application of appropriate procedures and processes, in the interests of the safety of all road users.

I hope that this information is of assistance to you.

Yours sincerely,

PP C. Tobin

Andrew Moore

Regulatory and Administration Executive

TII processes personal data in accordance with its Data Protection Notice available at www.tii.ie.





Kildare County Council
Roads, Transportation & Public Safety Department
Áras Chill Dara
Naas
Co. Kildare

Date: 19th September 2022

Dear Sir/Madam,

RE: Naas to Kill Cycle Scheme

1.0 INTRODUCTION

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

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

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

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



2.0 SUBMISSION

County Kildare Chamber welcomes the chance to comment on this proposed cycle scheme and its significant role in encouraging active travel amongst citizens in close proximity to large towns within the County. This scheme is one of a number of pieces which will be crucial to Kildare achieving climate neutrality by 2030, whilst also improving the accessibility for satellite towns connected to our larger settlements.

The scheme is 4.4km in length and extends from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village. It will comprise of a two-way cycle track on the south side of the road, separating cyclists from both vehicular traffic and pedestrians.

County Kildare Chamber has consistently strived to advocate for Sustainable Cities and Communities. We strive to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in Kildare.

With this in mind, we believe that there are a number of connected synergies with housing, transport and social infrastructure needed to create sustainable county development. For the '10 minute settlement' concept to become a reality, active travel and pedestrian and cycle scheme's like this one will need to be significantly increased.

This East-West link is very positive and offers good mobility for cyclists and pedestrians, as it takes account of urban permeability and offers a safe traffic free route for non-motorists.

For those considering switching their primary travel mode to cycling, safety and confidence is a key concern that often wards off this activity. A filtered and safe system should always be the prime focus of any community development, especially an active travel scheme with accessibility for multiple types of road users, pedestrians, cyclists, and motorists.

An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber we have a number of concerns around this plan.

Specifically, a filter lane into Scoil Bhríde is a necessity. With a high volume of the public using cycle paths, footpaths and motor traffic lanes at peak times, safety will be a primary concern for many specifically during morning rush hour and afternoons with pickups. The filter lane will also ensure that traffic flow will continue and not impede other road users.



County Kildare Chamber further believes when looking at Johnstown and Kill, the Council needs to take a historic look at settlements, traffic flow and general movement of the towns. The Chamber believes removal of car parking spaces will be a matter of concern to many residents who use these spaces regularly for on street parking. Many residents who commute to other areas for work, like Dublin, also use spaces with many using the old garden centre area on Johnstown Manor.

We understand the Council has stated that for the spaces taken away, the public car parks in both towns should have enough availability to deal with this. However, this does not consider residents in the area using these spaces on a daily basis.

3.0 CONCLUSION

County Kildare Chamber welcomes the chance to comment on a Kill to Naas Cycle Scheme. This plan will also feed into the County Development Plan and other Government priorities to create a more seamless, whole approach for the sustainable development of Naas and its surrounding satellite towns. This development will mean a safer way for the public to travel through Naas and the surrounds. We believe it will also increase the numbers using active travel and transport options, as these modes of transport will now be amenable.

This development and others promoting active forms of transport will go a long way to making towns and villages more sustainable in Kildare. However, we would like to particularly highlight the need for a filter system at Scoil Bhríde, and a more rounded view of the removal of car parking from both Johnstown and Kill.

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

Yours faithfully,

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

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage



Ref: Proposed Naas to Kill Cycle Scheme Planning Reference P82022.17
(Please quote in all related correspondence)

27 October 2022

A/Senior Executive Officer,
Roads Transportation and Public Safety Department,
Kildare County Council
Áras Chill Dara
Devoy Park
Naas
Co Kildare
W91 X77F

Via email: planningreports@kildarecoco.ie

Re: Notification under Article 28 (Part 4) or Article 82 (Part 8) of the Planning and Development Regulations, 2001, as amended.

Re: Part 8 application Planning Reference P82022.17 for the proposed Naas to Kill Cycle Scheme

A chara

I refer to correspondence on 9th September received in connection with the above.

Outlined below are archaeological observations/recommendations co-ordinated by the Development Applications Unit.

Archaeology

The Department of Housing, Local Government and Heritage has reviewed the documentation provided with this application. It is the recommendation of this Department that archaeological monitoring, as described below, be included as a condition of any grant of planning that may issue.

Archaeological Requirements:

1. The developer is required to employ a suitably qualified Archaeologist to monitor all groundworks associated with this development. No groundworks of any type are to take place in the absence of the Archaeologist without his/her express consent.
2. The Archaeological Monitoring must be carried out under licence from the National Monuments Service and in accordance with an approved method statement; note a

Aonad na nIarratas ar Fhorbairt, Oifigí an Rialtais, Bóthair an Bhaile Nua, Loch Garman, Y35 AP90
Development Applications Unit, Government Offices, Newtown Road, Wexford, Y35 AP90
manager.dau@housing.gov.ie
www.gov.ie/housing



period of 5-6 weeks should be allowed to facilitate processing and approval of the licence applications and method statement.

3. The report of the archaeological monitoring should include photographs of the area before, during and after monitoring has taken place, as well as detailed photographs of specific areas, as required.
4. A key plan, clearly showing the location and direction from which photographs were taken should be included in the report. (An annotated site location map will suffice for this purpose).
5. Should archaeological material be found during the course of monitoring, the Archaeologist may have work suspended in the area of archaeological interest, pending a decision of the Planning Authority, in consultation with this Department, as to how best to deal with the archaeology. The developer shall be prepared to be advised by this Department with regard to any necessary mitigating action (e.g. preservation *in situ*, and/or excavation) and shall facilitate the archaeologist in recording any material found.
6. Upon completion of the archaeological works, the Planning Authority and the Department of Housing, Local Government and Heritage shall be furnished with a report describing the results of the monitoring.

Reason:

To ensure the continued preservation (either *in situ* or by record) of places, caves, sites, features or other objects of archaeological interest.

You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@npws.gov.ie, where used, or to the following address:

The Manager, Development Applications Unit (DAU), Government Offices, Newtown Road, Wexford, Y35 AP90

Is mise, le meas

Sinéad O' Brien
Development Applications Unit
Administration

APPENDIX E

3RD PARTY SUBMISSIONS

**Part 8 - Proposed Naas to Kill (via Johnstown)
Cycle Scheme, Co. Kildare
- Planning Ref. P82022.17**

List of 3rd Party Submissions & Observations Received

Consultation Portal Ref. No.	Name	Attachment
KCC-C96-1	Saplings Special School	No
KCC-C96-2	Stephanie Lawless-Farrell	No
KCC-C96-3	Candace Sweeney	No
KCC-C96-4	Feargal Conroy	Yes
KCC-C96-5	Anna Mullen	No
KCC-C96-6	Matthew Kelly	Yes
KCC-C96-8	Anna Mullen	Yes
KCC-C96-9	Brian & Jacqueline McCabe	Yes
KCC-C96-10	Gravisplanning	No
KCC-C96-11	Amy Molloy	No
KCC-C96-12	Barbara O Brian	No
KCC-C96-13	Maria Cooney	No
KCC-C96-14	Roisin Conlon	No

KCC-C96-15	Jennifer Phelan	No
KCC-C96-16	Mr Brendan Kelleher	Yes
KCC-C96-17	Maria Cooney -via Rep from: James Lawless TD	Yes
KCC-C96-18	Lisa Jones	No
KCC-C96-19	Genevieve Frost	No
KCC-C96-20	Lorraine Carpenter	No
KCC-C96-21	Ciaran Crowe	No
KCC-C96-22	Brian Hussey	Yes
KCC-C96-23	Eoin Sweeney	No
KCC-C96-24	Claire French	No
KCC-C96-25	Dara Challoner	No
KCC-C96-26	Mark Brennan	No
KCC-C96-27	Liam Bradley	Yes
KCC-C96-28	Max Bradley	Yes
KCC-C96-29	Siobhan McGarry	No
KCC-C96-30	Cllr Fintan Brett	Yes
KCC-C96-31	Thomas Kinirons	No
KCC-C96-32	Rochford Abbey Gardening Committee	Yes
KCC-C96-33	Ed Barrett of Gravis Planning	Yes
KCC-C96-34	Kill Tidy Towns Committee (Chair: Paddy Walsh)	Yes
KCC-C96-35	Earls Court Residents Committee	Yes
KCC-C96-36	Naas Cycle Campaign	Yes
KCC-C96-37	Ian Glendon	Yes
KCC-C96-38	Johnstown Community Association	Yes
KCC-C96-39	Cyclist.ie	Yes
KCC-C96-40	Laura Kinirons	Yes
KCC-C96-42	Sarah Coll	No
KCC-C96-43	Laura Kinirons	Yes
KCC-C96-44	Anthony Lawlor	Yes
KCC-C96-45	Justin Kinirons	Yes

KCC-C96-1 Saplings Special School

As the principal of Saplings, Kill I have a concern that the safety railing is going to be removed outside the school premises under the proposal of the new cycle scheme. There is already very little protection there for our children who will be using our front play area and the garden area. Our wall is quite low and it would be easy for our older children to get over it. The current railings so offer us an added layer of protection from the traffic on the road. If they were replaced with the proposed pencil bollards I would be concerned that there wouldn't be the same level of protection.

KCC-C96-2 Stephanie Lawless-Farrell

The current plans will have the effect of eroding the character of Johnstown village, an area first noted in historical recordings in the 12th century. The proposed plans have the effect of changing the area from being a quaint, local village destination to merely a predominantly concrete drive-through.

- removing existing trees in the village
- removing existing flowerbeds
- removing existing grassed areas
- additionally, removing parking spaces limits the likelihood of visitors to the village.

The current plans raise safety related concerns in general, however for the purpose of this submission, observations relate specifically to the impacts to the area directly in front of Johnstown Lodge a listed building.

- proposed plans seem to remove the only safe parking in front of the house. As a family with a baby, parking elsewhere is not feasible.
- proposed plans seem to require that that we park in the shared bicycle / path area and reverse directly into incoming cyclists.

KCC-C96-3 Candace Sweeney

My family and I reside at (Redacted) in Johnstown Village and will be directly impacted by construction of the route, as the route will run along where the current footpath is outside our house. We are seeking clarification on how the proposed shared pedestrian and cycle path will impact our front lawn and driveway, and our overall access to our home. It is very difficult to tell from the drawings provided if the proposed route seeks to alter the current footpath and road layout in front of our house. There is no cross section drawing for this part of the road despite the fact that this is the only part of the proposed route that is designated mixed use and shows no apparent change to current layout. This is of significant importance to me as I rely on at-home charging of my electric car. The residents living along the main street of Johnstown Village deserve clarification of how this proposal will impact our lives.

KCC-C96-4 Feargal Conroy

I am writing this submission regarding the proposed Cycle lane proposed between the ""ball"" at the roundabout entering Johnstown from Naas to the school in Kill.

There are a few concerns that I have "

"As you will see if from my photos if on street parking is removed from the Main Street in Johnstown , where are the residents meant to park ? There are no facilities in Johnstown for Public Parking , the current carpark is used by commuters from Naas and surrounding areas to use the 126 or 125 buses to commute to Work or College. The Carpark is full from appx 6.30am every morning until appx 7.00pm at night

The carpark in Johnstown is used as a free all day carpark because of lack and costs of parking in Naas"

How and when was the heritage village of Johnstown surveyed to determine the amount cycle users between Naas and Kill , where is this data available. How many submissions have KCC received to ask for a Dual cycle lane when the existing single track lane is barely used , maybe 3 to 4 bikes per day in total , Cycling clubs use the Public Roads and will not use a cycle track as it damages their bikes cycling over dipped entrances to peoples houses.

Having a mixed Pedestrian and Cycle track is a health and safety issue for both pedestrians and cyclists , most users do not have or use bells on their bikes , which leads to them passing pedestrians with no warning. This causes a lot of distress to older pedestrians and directly impacts visually impaired people or people with mobility issues.

" On the plans it is proposed that the North side of Johnstown will be used as a foot path , currently this is being used for on street parking by the residents of Coach House Yard , I personally paid for the cobble lock paving outside of my house. Can we have clarification on what is being proposed for the foot path as drainage / mains pipes will be effected.

Regarding the artists illustrations on the proposal show a cyclist entering Johnstown on an existing footpath , but it does not show the reverse angle of taking out the grass walkway from the ""ball"" to Johnstown and the same from Johnstown to Kill. This is destroying the environment and just turning into a tarmac walkway.

https://consult.kildarecoco.ie/en/system/files/materials/6675/04%20Photomontages%20-%20Naas%20to%20Kill%20Cycle%20Scheme_0.pdf

"In conclusion there is already an existing cycle lane in place , by widening this to a dual lane track is only going to ruin the look and feel of a historic heritage village , by removing flower beds and trees is not helping in any way and the work that the tidy towns volunteers do every Saturday morning is really for nothing.

People walk and cycle to Johnstown and Kill as they are quiet villages that they can sit outside and have a tea or lunch , that is the attraction. There is no where to commute to or from in Johnstown , there is no dual cycle lane linking Naas via the Dublin Road to the Monread , Sallins Rd area to Sallins which has a train station that people actually commute from.

I will be writing to each town councilor as above,

PS : Cyclists and E Scooters pay NO Road tax , the people who pay road tax are being penalised for the people that make no contribution to the up keep of our roads and foot paths.





KCC-C96-5 Anna Mullen

I am writing out of huge concern regarding to the proposed Naas to Kill Cycle Scheme, in relation to the Village of Johnstown.

I have many reasons to object and have already sent a registered letter.

Johnstown is a Historic Heritage Village. Proposals seem completely against that. Sadly, Artic trucks are now allowed in the Village. Artic trucks are a huge danger to a proposed Cycleway.

I am completely against the 24 Car Spaces on Main St, Johnstown being removed. I am also hugely against the proposed public seating outside Cottages 5 and 6. It will worsen the already issue of anti-social behavior.

I am completely against the proposal to plant trees in same area. Such trees when grown would completely overshadow these listed buildings.

Both myself and my husband have disabilities. There are currently no parking places for people with disabilities. The proposal would take away the on Street parking and would hugely impact us both.

KCC-C96-6 Matthew Kelly

Ref. Planning P82022.17

Dear Sir/Madam

I very much welcome the proposal of a cycleway between Naas and Kill.

However we very much object to the proposal as this is unnecessarily wide and excessive.

We would also object to the removal of 24 car parking spaces. As a person with a disability this would impact on me considerably. The public car park has no zone for a person with a disability.

We also object to most strongly to the proposal for public seating which is directly outside of our front door. As a community we have had lots of problems with anti-social behaviour which has been added by large numbers of homeless and drug addicts from Kerdiffestown house.

We would also object to the planting of trees in front of our houses. Such trees, when grown would completely overshadow our cottages. The root spread would undermine our foundations and our historical cottages which are also listed buildings.

There is currently no street lighting on our side of the street.

Past history tells us that trees have been planted and later had to be removed as they were impacting on the 6 Cottages on the main street.

yours sincerely

Matthew Kelly

KCC-C96-8 Anna Mullen

20th Sept 2022

Ref: planning P82022.17

Dear Sir/Madam,

I am writing out of great concern in relation to the proposed Naas to Kill cycle scheme, in relation to the Village of Johnstown.

The following are my reasons for objecting.

- 1) Johnstown is a Historic Heritage Village and has strict preservation orders. If the KCC propose to remove the cobble lock and remove the flower beds, it will without doubt change the Historic Heritage Trail. I have lived in this Village for 22 years, sadly the now problems with Artic trucks allowed in the village, will be of huge danger to a cycleway that is now being proposed.
- 2) I am completely against the 24 Car spaces on Main Street Johnstown being removed.
- 3) I am hugely against the proposed public seating in front of Cottages 5 and 6. It will absolutely worsen the problem of anti social behaviour.

Ref: planning P82022.17

- 4) I am completely against the proposal to plant trees in same area. Trees will shut out light to these Heritage Cottages. I fully object.
- 5) Finally, from the Deeds of our Cottage, the proposed construction of the cycle scheme is our land.

Yours sincerely

Ana Muller

Email: 

KCC-C96-9 Brian & Jacqueline McCabePlanning Reference: P82022.17Proposed Naas - Kill Cycleway

Dear Sir/Madam

We have no objection to the provision of a cycleway between Naas and Kill; in fact, we are in favour of it.

However, we object to the current proposal, insofar as it relates to Johnstown village, as we consider the width proposed (3 metres) to be unnecessarily wide and excessive.

In particular, we object to the removal of 24 car parking spaces in the village. This will simply make the existing parking problem even worse. This has been exacerbated in recent year with the existing car park in the centre of the village becoming a de-facto 'park and ride' facility for the surrounding area, and the (supposedly temporary) building over of the previous access to the car parking at the rear of the Johnstown Inn building. This will be further worsened by the large increase in population in the area which will come about as a result of planning permissions recently granted, or under consideration, by the Council.

In fact, we would re-iterate our previous suggestion that additional parking places be provided in the eastern part of the existing car park in the village to facilitate both residents and visitors.

We also object most strongly to the proposal for public seating outside our house. This would simply worsen the problem of anti-social behaviour, which has been added to by the advent of large numbers of homeless and addicts in the adjoining Kerdiffstown House facility. It should be noted that the Council have still not provided street lighting on this side of the village street.

We would also oppose the planting of trees in front of our houses. Such trees, when grown, would completely overshadow our single storey houses and shut out light in time. The spread of roots would also undermine our foundations. In fact, there were problems, in years past, with trees in front of our house which had, ultimately, to be removed to avoid such damage.

Yours sincerely

*Brian McCabe
Jacqueline McCabe.*

KCC-C96-10 Gravisplanning

I trust this email finds you well.

I am emailing in relation to the proposed Naas to Kill Cycle Scheme and whether you could provide us with the observations made to this consultation.

KCC-C96-11 Amy Molloy

With reference to proposed Naas to Kill cycle scheme P82022.17

Having reviewed these plans I wish portray my dissatisfaction about the purposed cycling lanes

This will create significant traffic congestion in Kill Village and make it dangerous for everyone

Kill village is currently been used during peak times as a “by-pass for traffic” on the N7,

There is also the matter of huge congestion in particular around the school.

In turn will have a massive impact on the village, the safety of our children in kill village is paramount and this purposed cycle lane will only compromise this.

I believe the council has not taken into consideration the population of the village and the impact of reducing the size of an already small road.

KCC-C96-12 Barbara O Brian

I would like to raise concerns about the proposed cycle lane from Kill to Naas. My concern is for the traffic management and road safety of the section coming from the village up to scoil bhride. The path is already really narrow and dangerous. Walking along this way with school children is dangerous already . My other main concern is the reduction of road lanes, There is currently a filter lane to turn right into the school which looks to be removed on the current planning documents, This will cause absolute chaos at the school during school times. The traffic is already backed up and if the filter lane is removed it is going to make the traffic worse and force it to tail back through the village. There are already major concerns with residents of kill over the amount of planning permission given recently to new housing estates with NO ALTERNATIVE routes in and out of kill added!! hundreds of houses are popping up and no infrastructure is being built along with it, This is going to make the village extremely unsafe for everyone to walk to school. I urge you to reconsider removing this filter lane, The school is already chaotic this will add to it.

KCC-C96-13 Maria Cooney

I am writing to complain about the drawings for the Naas to Kill cycle scheme. Every morning 100s of children and staff attend Scoil Bhríde Kill by car. The filter lane is an absolute necessity. Yes many children do cycle to school and use the already in existence cycle lane. There is no need for another cycle lane that is going to be put on at a cost of €1000s and at a detriment to the village!!! This will affect the residents of Kill massively and as a resident and a teacher in Scoil Bhríde, Kill I am extremely concerned! This will cause absolute chaos every single morning. Not only will it affect the people turning right into the school, it will also have an awful affect on residents travelling out of Kill as they wait in the queue for the school. The residents of Earls Court will now have nearly no opportunity to exit the estate during these busy periods every single day!! Kill is a village not a town! We don't want this in our village.

KCC-C96-14 Roisin Conlon

The road layout at the school will cause major traffic disruptions at school drop off and collection times for anybody trying to get out of Kill village and head towards the N7.

KCC-C96-15 Jennifer Phelan

Village too busy at school runs.

Too dangerous for children

KCC-C96-16 Mr. Brendan Kelleher

Scoil Bhríde

An Chill, Co. Chill Dara, W91 PF85

Telephone: 045 877592 | Roll No.: 17662R | Email: info@killschool.ie | www.killschool.ie



Dear Cora and Crew ,

26th September 2022

We received correspondence from you about proposed works to take place involving exciting developments from Naas to Kill.

While we realise it is at a consultation phase still, there are some troubling drawings being proposed and published.

According to the plan, what we can see, there would be a single east bound traffic lane passing outside this school. (towards Dublin)

According to the plan, what we can see, there would be a single West bound traffic lane passing outside this school. (towards Kill Village).

There doesn't appear to be a dedicated east bound turn right lane for access to the school grounds.(from Kill village)

With the result, we can only imagine traffic chaos arising even with a really small amount of traffic trying to access the school from Kill.

We can only imagine any congestion within the school grounds having a massive effect on any through traffic in the village.

Currently , the school's traffic management plan is for motorists to exit left only and use the mini roundabout at Earl's Court If they need to go towards Dublin. While this is not particularly effective, it is all we have.

I am sharing our thoughts with you as while we don't want to over state the potential problems, it could be chaotic quite quickly.

I would expect without some form of roundabout that traffic could struggle to emerge from Earl's Court also.

I am happy to engage and offer supports in any way I can.

Le meas,

Brendan Kelleher

Principal:
Brendan Kelleher

Deputy Principal:
Patrick Gallagher

Assistant Principal:
Rachel Tuohy
(acting)

BOM Chairperson:
Fiona Pakenham

PA Chairperson:
Anne Marie Keating



KCC-C96-17 Maria Cooney -via Rep from: James Lawless TD

Hi All

We received the attached representation and request it be forwarded to the area office concerned.

Kind regards,

James Lawless TD

Chair of the Oireachtas Justice Committee

From: Maria Cooney

Sent: Wednesday 28 September 2022 17:53

To: James Lawless <James.Lawless@oireachtas.ie>; James Lawless TD

<james@jameslawless.ie>; bill.clear@socialdemocrats.ie; annabreen8@gmail.com;

fbrett@kildarecoco.ie; carmelkelly@sallins.org; eviesammonfg@gmail.com

Subject: Naas to Kill cycle scheme

Dear councillors

I am writing to express my concerns regarding the drawings for the Naas to Kill cycle scheme. Every morning 100s of children and staff attend Scoil Bhríde Kill by car. The filter lane is an absolute necessity. Yes many children do cycle to school and use the already in existence cycle lane. There is no need for another cycle lane that is going to be put on at a cost of €1000s and at a detriment to the village!!! This will affect the residents of Kill massively and as a resident and a teacher in Scoil Bhríde, Kill I am extremely concerned! This will cause absolute chaos every single morning

KCC-C96-18 Lisa Jones

I would like to make an observation regarding the Nass to Kill cycle scheme.

Traffic in the village is already terrible. Especially coming from Old Town Lawns, turning right onto Main Street towards the Primary School.

The traffic is bound to get more congested with all the new developments throughout the village.

If this cycle scheme goes ahead as planned, it will reduce our road space causing even more congestion and delays.

Not to mention we will lose our trees and freestanding flowerboxes throughout the village.

KCC-C96-19 Genevieve Frost

In an ideal world, the cycle lane is a welcome idea and could be great if Kill had a wider road or was a less densely populated village. Rush hour traffic is becoming an increasing problem which results in commuters/parents being delayed getting into the Dublin and children getting to and from school/crèche/babysitters and that's without the new housing estates throughout Kill (currently 3 different developments) being finished. Kill does not have the infrastructure for this plan.

When the plan materialised several years ago, the population was smaller and there were less houses here and traffic was not as much of an issue.

As a resident of Kill, it's clear to me that Kill can't afford to lose parking spaces or for traffic to be impacted further by the proposed cycle lane.

Perhaps the council could consider adding additional lanes to the road in advance of proceeding with the cycle lane or consider a different route.

KCC-C96-20 Lorraine Carpenter

Proposed Cycle Scheme

Title:

Planning Reference P82022:17

Lorraine Carpenter

(Redacted)

Johnstown

Co. Kildare

W91 Y7N9

Proposed Naas to Kill Cycle Scheme

Planning Reference: P82022.17

September 2022

Dear Sir / Madam,

I am writing to you to object the recent proposal of the above quoted planning reference.

Whilst it might be the view that the 'Planning Authority has determined that there will be no likelihood of significant effects on the environment arising from the proposed development', it is my view and the view of my neighbours that currently reside in Johnstown, that this proposal will most definitely have a significant effect on our environment.

What you have not considered, let alone addressed with the existing residents of Johnstown, is that you plan to deface the authenticity of a local Heritage town that has existed here long before Kildare County Council was even formed.

The residents of the properties along Main Street in Johnstown should be recognised for retaining and maintaining the aesthetic of Johnstown Village.

At the very least, we should be assigned designated parking outside our properties considering they were built at a time when cars were not invented so accommodating how we live today was not a foreseen factor.

We purchased our homes with the knowledge that we would preserve the structures based on architectural and historical reasons. The cottage I currently own and reside in was built in the early 1800's. How can you ensure me that the construction you want to propose will not impact on the integrity and foundation of my home?

What you are proposing is a direct action to destruct the ancestry of Johnstown Village and it will not serve myself, my livelihood or any of the other current residents and their livelihoods.

I personally object to the planting of trees outside my cottage as they will block out what little natural light my 'listed property' allows due to their size which are a mere 42-inch wide by 48-inch height on both sides of my front door. The roots of said proposed trees may compromise the structure of my boundaries and my home.

Again, I ask, how can you ensure me that my home will stay intact when all the building works are in full force?

I personally object to the removal of the available parking spaces outside my property. I have family members who visit me that hold a Disability Permit and parking outside my home accommodates their limited mobility to access my property.

How can you ensure me of their safety when they come to visit if you plan to rip up the existing pathway outside my home?

I currently hold a position in my employment that requires me to drive for the purposes of my work. Having quick access to my property allows me to perform my duties with ease.

If the current parking is removed, where do you propose I park safely close to my home?

How can you ensure my safety when I exit and enter my home numerous times during my working day and during the proposed works?

Where will my family and friends park when they visit?

I have a back garden to my property with driveway access to the main road. I should be able to always maintain access to my back garden.

How can you ensure me that access will not be blocked or impaired in any way due to the proposed construction?

Considering the population increase in Johnstown due to numerous housing estates popping up everywhere, removing the little available parking will only add to an already chronic problem that we as residents have to contend with daily.

Where do you propose approximately 30 families along the Main Street, park their cars when you remove the existing parking available to them?

Where do customers of the local amenities park their cars when they want access?

I personally object to the proposed 'public seating location' outside our cottages. Why is this necessary when there is a proposal in place for a park with seating & exercise machines just metres away across the road from the local Centra. As it stands, the local Centra already provides an outside seating area. Why do we need more?

Again, the safety of the residents has not been considered when including this idea. We already contend with addicts and homeless hanging around the area and now you want to facilitate them further by providing seating for them to possibly sleep on and gather around.

Would you like this as a view outside your sitting room window?

Would you feel safe in your home having all aspects of your privacy compromised in this manner?

What you are proposing is a double standard considering I do not have the authority to restructure, rebuild or modify any nature of work to my home that will directly impact or change the existing appearance of the preservation order currently in place.

Ironically, should I wish to do so, I must request permission from my local authority planning department, yet no-one has approached me for a discussion,

KCC-C96-21 Ciaran Crowe

I strongly object to this proposal which will ruin a well maintained beautiful kept village environment which by the way, is mainly due to local endeavors.

The removal of space for the planters and reduced car parking will visually and commercially have an adverse effect.

I have seldom seen cyclists between Johnstown and Kill on the existing pathway and I know" if you build they will use " approach but has there been a study of how much demand is for this proposal.

You will take the soul out of this village, which residents are rightly proud of.

KCC-C96-22 Brian Hussey

It is envisaged that there will be a shared cycle and pedestrian area passing the front of our property. The plans state that this shared spaced will be at least 4 meters. Currently from the roadside edge of the existing footpath, it is approximately 9.2 meters to the front of our house. That being the case, the plans are in effect stating that the edge of that new shared space to our house will be approximately 5.2 meters.

Outside of privacy concerns, this interferes with our current right of way/easement to park in front of our house. We have been residents in (Redacted) since August 2011, and since that time we have enjoy an unencumbered right to access and park safely in front of our house. Previous residents of (Redacted) going back to the mid seventies also had and availed of this right.

Allowing for 1m for access to our house around a car, either at the front or the back or both, leaves a parking space of approximately 4.2 meters in length. The average length of a car in Ireland is approximately 4.4m (14.7 ft). Therefore, the proposed extension of the current footpath into a shared space will remove our existing right / access to park in front of our house in a safe manner, a right that has been de-facto attached to the property for nearly 50 years. Should the Cycle Scheme proposal be enacted by the council in its current guise, we would have no option but to seek legal advice in relation to this element of the scheme.

For us though this is not just simply an assertion of rights. We have real concerns over the safety of our children should we no longer be able to park in front of our house. We have two disabled children, if for any reason we are forced not to be able to park in front of our house, we are faced with having our disabled children crossing a road traversed by 4,000 to 5,000 vehicles per day to the car park behind the bus stop on the way to and from school, from shops or any trip by car. This to a car park where we have no guarantee of being able to park at all.

It should also be noted that nowhere within the plans is any sort of controlled crossing for pedestrians accessing the car park behind the current bus stop in the village.

When the planning notice was first published, the documentation attached to the notice on the Kildare County Council website had drawings and notes confirming that in the village of Johnstown the scheme would entail cyclists and cars sharing the same road space and stated that it was entirely appropriate in a village of Johnstown's nature and character that this would be the case. It further confirmed that speed control measures would be put in place as part of safety features and confirmed that there would be minimal impact on parking availability in

Johnstown. Having reviewed these plans on the 9th September 2022, we felt that these were very reasonable, and therefore had no reason to make any objections or observations. A week later from speaking with one of our neighbours we realised by chance that the drawings and notes had been changed. Had we not had that conversation, then we would have been completely unaware of the actual plans. Given that the notice referred to incorrect documentation, and this to our knowledge has not been communicated or updated on public notices, then there may be other individuals who have been misinformed of the plans and therefore have not been properly afforded an opportunity to make their own observations or indeed objections.

"The next objection and observation is that the drawings themselves, specifically sheet 2 (the second part that shows the centre of Johnstown village – from the cottages up to end of the village past the Johnstown Inn), is inaccurate and omits relevant details. The drawing states that there is a continuous footpath on the "north side" of the village running from the car park behind the bus stop to past the Johnstown Inn. Page 8 of the planning report also states that there is a footpath on both sides for the road in Johnstown village. This is not the case. The raised footpath ends nearly immediately on exiting the car park behind the bus stop on the left. There is no footpath until the Johnstown Inn. The space in-between these two points are in use for car parking for residents. There is no footpath marked. Similarly, bar a small raised footpath at the Johnstown Inn, the space in front of the pub is used for car parking for patrons of the pub. Beyond the Johnstown Inn, there is no marked footpath and again the space that is marked on the drawing as footpath is in fact car parking spaces. Either the drawing is incorrect or the drawing is stating that these car parking spaces will be converted to a footpath, a fact not stated in the plans or noted as such in the drawings. If this current space that is used for on street car parking is to be converted into a footpath, it is neither mentioned in the parking survey, nor is there an assessment of the impact this would have on the residents / local businesses.

The drawing omits the following changes:

The loss of 2 parking spots in front of the cottages. Currently there is parking for 9 cars. The drawings show a loss of 2 of these spots, a fact not communicated.

Facing the Johnstown Inn there is currently parking for 10 cars between the two parking bays. The drawings show that this is reduced to 7. Again, this is not communicated anywhere within the drawings."

There is no photographic or artist rendition of what the changes in the village would look like. The only photographic or artist rendition in respect of Johnstown is on the outskirts of the village. Given that there are inaccuracies or omissions in the drawings it is extremely difficult for the residents of the centre of the village to get an understanding of the impact of the changes. Visual aids are even more important considering that a number of residents along the centre of the village are elderly.

"The fourth objection and observation is that we are of the opinion that the proposal on shared space between pedestrians and cyclists is contrary to the county development plan 2017-2023 in respect of Johnstown. Indeed, the proposal highlights the following goal:

"T 4 - Improve the quality and width, where appropriate, of all footpaths in the village and improve access for people with disabilities."

We fail to understand how the conversion of a pedestrian only space in the middle of Johnstown village aligns to this stated objective.

For pedestrians, shared spaces with cyclists only increases the risk of a pedestrian being injured or hurt. No doubt that was part of the reasoning in the original plan that had cyclists share space on the road in the middle of the village. The proposal does not contain safety measures for pedestrians, which only highlights the lack of forethought. Standard practise requires safety measures for pedestrians but this is entirely lacking. It is even more troubling when you consider the gradient from the Kill to Naas direction. Cyclists will be able to generate speeds in excess of 30kph without any great stress. A cyclist crashing into a pedestrian at that speed is going to cause significant injuries to all involved.

From residing in the village we have observed that cyclists predominantly pass in groups of 2 to 10, mainly consisting of cycling clubs or groups of friends. These individuals do not currently use the shared pedestrian / cycling spaces on either side of the village. The provision of a shared space within the village is not going to change that practise.

The National Cycle manual from the National Transport Authority states under section 1.9.3 that:

“Shared facilities are disliked by both pedestrians and cyclists and result in reduced Quality of Service for both modes. With the exception of purpose-designed shared streets, shared facilities should be avoided in urban areas as far as possible.”

It further states:

“Shared facilities next to vehicular traffic should have a minimum combined width 3.0m.”

This is a reference to single directional cycle lanes sharing space with pedestrians. It would then appear that the 4m provided for bi-directional shared spaces is less than standard and this obviously poses risks for all users. This underlines the point that the current iteration of the shared space, which involves significant changes within the village of Johnstown, will not be used by the majority of cyclists.

Narrowing the road will not prevent cyclists from using it and will pose an increased risk for drivers, pedestrians and cyclists alike.

Unlike in Kill village, HGV are not banned from Johnstown village. Five axel HGV regularly use the middle of Johnstown village to access the N7 and the Industrial Estates. The RSA width for a HGV is 2.6m. That leaves just 40cm in total clearance combined to the median of the road. Assuming that the HGV is positioned in the middle of the allotted road space, that just leaves 20 cm to the end of the shared space between cyclists and pedestrians. This is an area where the posted speed is 50kph.”

“The next objection and observation is the removal of 57% of on street parking to facilitate the project. Again, to repeat the reference to the county development plan 2017-2023 in respect of Johnstown, it stated:

“T 5 – Review the on-street parking arrangements in the village and make improvement as required”

We again fail to understand how the proposal in its current guise represents an improvement or aligns to the county development plans for Johnstown.

The reference to the on-street parking in the county development plan was a clear acknowledgment of the challenges residents faced in locating a parking space that is any way convenient. It also acknowledged that on many occasions, cars were being parked on footpaths due to a lack of on-street car parking and the car park behind the bus stop being

full. This has been a constant complaint for residents of the village that the council has not addressed. These plans will only exacerbate this situation for residents and local businesses.

The survey states that there are approximately 41 spaces in off-street car parks that were unoccupied. There is no definition of what is meant by unoccupied; does it mean a space was free for all of the survey periods or for a duration of the survey? If it was the latter, then it could not be described as a free space.

Since the findings of the survey run contra to the experience of residents and previous council assessments, it is difficult to understand the reliance upon a survey which we have not been furnished. Clear documentation of survey methods and adequate, accurate information ought to have been provided. Given the material impact that the removal of 57% of on-street car parking will have for the residents and local employers, it is incumbent on the council to provide the survey details, to allow residents assess to its merits. Therefore, the lack of documentation supporting the parking survey is a related objection and observation to this planning application.

In order to be able to make an assessment of the findings of the parking survey, at a minimum the following should have been made available:

The firm or organisation that carried out the survey

The dates and times that the surveys were conducted. The implication in the planning documentation is that what was conducted was a moment in time assessment, rather than a survey reflecting the demands on parking, including peak times and weekends.

Was there Covid 19 related restrictions or Government advice regarding working from home in place at the dates and times the surveys took place? For example, if the Government advice was to work from home, then the car park behind the bus stop would not have its normal conditions. Another example would be the car park behind Centra, which is mainly used by employees of Jack & Jill whose offices are above the Centra shop.

With regard to the 41 spaces in the off-street car parks, there is no indication in the plans as to where those spaces are, what they are currently used for and their convenience to the actual residents of Johnstown Village.

Using the bus stop and Centra car park as examples, the "bus stop" car park is used as an all-day park and ride car park for commuters, who drive from Naas and surrounding areas to travel to Dublin by bus. In this case their cars take up spaces all day, at the expense of local businesses and local residents. The reason that commuters come into Johnstown village in the early morning is that all day parking is very expensive in Naas (if even available). The commuters can park in the public car park at the centre of the village, or the on-street parking outside Discount Tiles. These particular spaces are proposed to be removed, which is going to increase the demand on the car park, again at the expense of local residents and business.

The car park behind Centra is in the main used for parking by employees and visitors to the Jack and Jill offices that are above the Centra shop. There is necessarily limited availability within this car park. The removal then of the on-street car parking in front of and around Centra is going to negatively impact this local business and employer. Cars that currently use the on-street parking will simply park along Johnstown Manor, creating a significant disturbance to the residents of the estate. Forced uncontrolled parking as a result of the removal of the existing parking facilities is not a benefit to Johnstown village.

By way of supporting information, we have attached photographs taken at various times in the last two weeks showing the correct position regarding the demand on parking facilities in the village.

We would also like to note at this point that nowhere within the proposal is there any mention or thought given to prioritising residents of the village regarding the use of the remaining car parking options within the village should the council proceed with the stated removal of 57% or anything close to this."

The next objection and observation is with respect to access to St. Brigid's National School. Currently in accessing the school from Kill village, there is a right turning lane to access the school grounds. The plans envisage the removal of this right turning lane. This is going to cause traffic chaos arising even with a really small amount of traffic trying to access the school from Kill. Any congestion within or around the school grounds will have a massive effect on any through traffic in Kill village. While we very much support the objective of having more children cycle to school or use public transport, that is unfortunately not an option for us. One of our children attends the ASD unit and is not in a position to cycle or take public transport to school. To that end we have to bring him by car. Traffic congestion is an upsetting experience for him and having him experience that anxiety on the way to school is far from ideal.

Sunday 2nd October 2022



Saturday 1st October:





Thursday 28th September





Sunday 25th September



Friday 23rd September:



KCC-C96-23 Eoin Sweeney

In the circulation list for this proposal there was only one Johnstown resident included in the Prescribed Bodies & Third Parties section. This is despite the fact that a large number of residential properties will potentially be impacted with the scheme.

There is a serious deficiency in detail provided relating to the properties directly linked to the scheme. I will focus on my own property - (Redacted). The following detail has been omitted from the proposal:

- ◆Detail of any impact to front garden if any
- ◆Detail of any changes to footpath structure - change in height, width, dished edge for car access etc.
- ◆Impact of construction phase - duration and nature.
- ◆Access for residents during construction phase - electric car charging etc.
- ◆Drainage changes - residential drainage is parallel to footpath and has been blocked before - will this change?

There is also a distinct lack of detail on the impact to bus routes through the village. Multiple school busses pick up on the main street and drop off in the evening and currently utilise what is referred to as car parking in the report. This will all be removed in the proposal with no allowance made for school bus pickup. This shows a lack of understanding of the functions of these spaces. There is also no detail of the bus stops in the village allowed for.

While new cycle routes are important - sufficient consideration has not been made for the very important bus routes in the village. There is also a serious lack of consideration for the residents directly impacted by the plan as shown from their omission from the circulation list document and the lack of detail relating to impacts on property.

KCC-C96-24 Claire French

I am broadly in favor of the proposals to improve cycling and walking facilities between Kill and Naas. If done correctly this should encourage more local journeys by foot or bike.

Some comments to further improve the proposals:

- A shared cycle and footway is not the best solution for either modes. There are issues on the current shared facility with cyclists and now scooters not alerting pedestrians to their presence. In a lot of areas there is sufficient green space that could be utilised to provide separate facilities. This should be done as the default except in those areas where space is limited
- Drawing 40000089-WSP-DG-HW-0106-02 does not detail the width of the shared space. It looks to be incredibly narrow in some locations
- The detail at bus stops needs to be considered carefully as the 2 way cycle track should not go through the area where passengers are waiting or alighting from a bus. Island bus stops should be considered
- Drawing 40000089-WSP-DG-HW-0106-07, again there are no dimensions on the shared space but it looks to be no wider than the existing footpath which is not suitable for a shared cycle and footway space
- The removal of the right turn slip lane into the primary school is a good way to get the extra space in this area. The slip lane is an inefficient use of space being used for a short time period twice a day just 5 days out of the week
- The detail at the junction should be considered carefully. If the stop line is too far back and there isn't good sightlines vehicles will block the cycle lane as they wait to exit
- It is important to consider the links to this route otherwise it won't be used. There is no continuous footpath heading north of Kill village at St Patrick's Park. Considering the new estates in this direction and the number of children heading towards the schools this should be rectified. There is a large number of children being driven the short distance to school because of the lack of footpath as when vehicles park there they need to go out onto the road. This would be a quick win to provide a footpath here or on the eastern side from Kilheale Manor which would save children having to cross over and back when heading to school
- Consideration should be given to the placement of bollards and planters to prevent vehicles parking on the footpath or new cycle facilities as this is already an issue in some locations
- Maintenance, the facility will need to be maintained to be useful. The shared facility on the Straffon Rd is so overgrown it is only 1m wide in places and not even wide enough for two people to walk alongside each other.

This route has huge potential and with a few tweaks could be a positive addition to the area.

KCC-C96-25 Dara Challoner

I would like to express my support for the Kill to Naas Cycle Scheme. It represents a great opportunity for a safe cycling network in Kill, I would like further high quality links into Naas and some considerations for how it connects into backroads. Replacement of trees is important to the scheme. For the safety of children who go in large numbers to Kill School and the GAA the quality of the route especially the junctions is important. Hopefully it is joined up to schools in Naas and Newbridge in the future. It is a wonderful start and hopefully can show the potential of safe cycling in suburban villages.

KCC-C96-26 Mark Brennan

I am writing to object to the proposed cycle scheme which is planned to run through Kill and Johnstown villages. As a Kill resident with family living in the village for almost 50 years,(both sides of my wife's family go back 5 generations in the village), I have some major areas of concern which I hope will be taken into account before eventually abandoning these plans.

The village of Kill is one of the most scenic and esthetically beautiful villages in County Kildare, if not all of Ireland. It has won countless Tidy Town awards and has even represented Ireland at an International level. To dig up our stunning village is an insult to its residents and all the hard work of our fantastic Tidy Town Organisation. The Tidy Towns competition has always strived, with government backing, to ensure the upkeep and well being of towns and villages like ours. This is being completely failed by these plans.

To remove the sections of trees, as proposed, lining our main street goes against all clean air and eco friendly policies enacted by successive governments. Even though our village has grown so substantially over the past number of years (as approved by KCC planning dept.) we still live in a rural area. I believe I speak for all Kill residents when I say that what has attracted us all to this village since the start of its population growth, almost 50 years ago, is its country feel and escape from city/suburban life. Whilst the houses have continued to be built the village itself has maintained its village, countryside feel. This is down to the underappreciated few from the tidy towns but enjoyed by all. To remove these trees and replace with concrete and tarmacadam changes both Kill and Johnstown into Lucan like, characterless suburbia.

The removal of the parking spaces as proposed will adversely affect a lot of main street residents who have no off street parking available to them. Some of these residents have been parking outside of their dwellings for over 50 years and to take these spaces away will leave them with no parking available to them. This decision will hinder many of our residents, many of which are elderly and if not presently mobility challenged will most likely be afflicted in the future. This is unfair, unjust and discriminatory.

The removal of the mini roundabout at Earls Court will have a severely detrimental impact on all residents of this estate. At present, the traffic most mornings in Kill heading towards Dublin is atrocious, whenever there is any sort of delay on the main N7 eastbound. Unfortunately Kill is used as a "rat run" for commuters from anywhere further down the N7. The only way the traffic stops, and residents can leave Earls Court going towards Dublin, is because the main street traffic must give way to traffic leaving the estate on the roundabout. The removal of the roundabout makes it almost impossible to safely exit the estate when heading towards Dublin.

This roundabout is crucial for slowing down and creating breaks in (allowing for pedestrians to cross) traffic, aiding the other existing traffic calming measures in the village.

I was delighted to see that Kildare County Council has finally acknowledged the need for more raised pedestrian crossings throughout the village. They have been required for the past 15 years and, in my opinion, no planning should have been given to extra housing before this issue was addressed. Hopefully we will now have crossings at the entrance to the Gables/Whitethorn Grove (bus stop adjacent), the Old House pub (bus stop adjacent), the RC Church and the Saplings special needs school, along with the existing lights at the shop, further crossings at each side of the Hartwell Road (on which there are still hundreds of houses to be occupied) to provide safe crossing for ALL children in the village. Hopefully these much needed crossings will remain in the council's plans after scrapping the ridiculous cycle scheme as proposed.

I trust that these issues will be given due consideration and will help in leading to the abandonment of these plans and not wasting any more tax payers money, whilst keeping our beautiful little village as it should be.

KCC-C96-27 Liam Bradley

Liam A Bradley, B. Arch.,




03/10/2022

PROPOSED NAAS TO KILL CYCLE SCHEME

Planning Reference. P 82022.17

Part 8

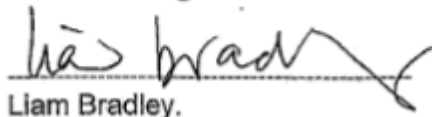
I refer specifically to your Map No's:

40000089 – WSP – DG – HW – 0106 – 04/05 dated 20/7/2022

My query/observation mainly refers to the narrowing/shortening of the sight lines from the various entrances/exits along this section of the road. As it is it makes the manoeuvre of coming out of the numerous exits along the route very hazardous. It is not clear from the drawings whether the inner edge of the proposed pathway is going to be closer to the boundaries/gates of the houses/properties along the route? If it is it will follow that the entrance slopes will be more acute (ascending or descending) – safety for cars and vehicles entering and exiting? At present the slope of the existing inside green verge slopes down to the entrance/wall that is existing. Will this slope become steeper and if so will that lead to 'flooding' water lodging along the wall? Please confirm what will happen then?

I also have a query/observation/worry about the existing hedge that the council planted along the outside of the existing 'defective' stone faced wall that exists for a long part of the route as shown on the above maps. The hedge continuously grows out to impede people cycling along the existing path and you make no mention of this existing hedge on your drawings.

Moving the existing bollards back into the 'path' side if the inner green verge will make the upkeep of that area very difficult to maintain. Will the council maintain these areas and hedges in the future?


Liam Bradley.

KCC-C96-28 Max Bradley

To whom it concerns,

We wish to seek further detail on the changes associated with the Naas to Kill cycleway outside our home. The drawings are quite vague on the exact changes occurring in this area.

Drawing: 40000089-WSP-DG-HW-0106-04

Mentions the following:

"LAYOUT COMPRISES OF THE FOLLOWING:

·4m SHARED SURFACE;

·0.5m VERGE;

AND

·7m CARRIAGEWAY"

Along with:

"TIMBER BOLLARDS TO BE RETAINED IN THE EXISTING GRASS VERGE"

We would like to understand where the path is being widened if it is being widened.

In addition, we would like to understand how the 2 grass verges are being handled. Are the existing timber bollards to remain in their existing place?

Some concerns we have:

If the path is being widened towards the hedges then it will likely pose a risk to passing walkers and cyclists due to the hedge overhanging the path. The council has installed this hedge so we would like to confirm who will manage the cutting of this hedge on an ongoing basis.

Should the path be widened, we have concerns regarding surface water running towards our gate and property due to the slope involved. We would like clarification on this matter.

In addition, we would request the public bin to be restored at the John Devoy statue. We deal with considerable littering and dog fouling outside our property along with being thrown over our wall. With the introduction of a cycleway there is likely to be more people coming through the area which will lead to more littering.

We are in support of this amenity for the local area and believe it will be a great addition to the villages of Kill and Johnstown. Please do not hesitate to contact us if you require any clarification.



KCC-C96-29 Siobhan McGarry

I wish to object to the following aspects of the proposed Naas to Kill cycle scheme:

1: The entry to Earls Court should not be changed to a T-junction. A new estate Hillsfort is being built at the back of Earls Court with road entrance via Earls Court for the new 160 houses. This will increase traffic significantly through Earls Court when the houses are sold. A T-junction will cause even more traffic build up especially at rush hours and school opening/closing times as Earls Court is the closest estate to the school. Also Kill village has several estates currently being built so the main street passing Earls Court and the traffic from the N7 passing through Kill makes the main street very busy. Therefore a T-junction for the residents of Earls Court and Hillsfort will cause long delays getting out of the estate. The current roundabout at the Earls Court entrance works well for traffic however because it is a mini roundabout it can be dangerous with cars not seeing it properly. If this roundabout was made more significant then I believe it would work sufficiently for the increased traffic. The current roundabout also works well for the school traffic which is not allowed a right turn on exiting the school grounds. Cars currently must turn left and use the Earls Court roundabout to go Dublin bound which works well. T-junctions do not work work and will not help Kill village as it rapidly expands in size over the next few years. With the removal of the right turn into the

school plus the proposed t-junction, there will be major delays for the residents of Earls Court and Hillsfort in exiting their estates.

2: The proposed plan does not have a dedicated lane to turn right into the school coming from Kill village. This will cause traffic going from the school back into the village. We currently have a dedicated lane for right turns and it works well at relieving traffic congestion. Getting rid of this lane is a massive mistake and the future traffic congestion of Kill village as it rapidly expands in size must be considered.

KCC-C96-30 Cllr Fintan Brett**Kill to Naas Cycleway Ref: p8202217**

I would like to make the following submission.

I welcome the proposed scheme and believe it will greatly add to pedestrian and cyclist safety in both villages.

I do however have concerns,

1, The single carriageway roadway at Kill National School will not suffice. The road is parallel to the N7 and when breakdowns/accidents occur on the N7 – motorists divert through Kill and Johnstown. It is vital that a second north bound carriageway is maintained from Earls Court to the proposed roundabout outside Kill National School to ensure this diverted traffic can proceed unhindered- the alternative is gridlock.

2, The proposal through Kill village will I have no doubt be challenged especially as some Tidy Towns works are impacted. Can the Council confirm if any alternative routes were considered especially alongside the N7 where a roadway exists.

3, The extent of the removal of Parking in Johnstown Village is to severe especially in the vicinity of the village shop where many older people park their cars on a daily basis to shop.

4, Access to the shop from the off-street carpark must be improved to encourage its use.

5, Kildare Council have only recently completed footpath & drainage works in the village on the westside of the street. These spaces approx. 10 in total should be maintained.

6, The parking outside the village's cottages is maintained and this is very welcome.

7, The drawings show the removal of some parking on the Southside of the village in the vicinity of Johnstown house – my understanding is that some of the parking at this location is on private property.

8, The documents refer to the availability of spaces in the off-street carpark in Johnstown village. It should be noted that on occasions of important matches in Dublin or concerts many people park in this carpark and avail of the 126 Bus service.

I would welcome constructive engagement with all residents in the village to ensure this project is a win win for all.

Regards,

Cllr Fintan Brett

KCC-C96-31 Thomas Kinirons

I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.

The scheme as proposed has gone for option 4 in the planning report which is a two way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and "The Ball" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in

The removal of trees within the village environs

Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis.

The narrow footpath from Scoil Bride down through the village to the the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed it will pose a safety to pedestrians and walkers in general as they traverse this route on their daily walks.

Preference has been given to cyclists over the pedestrians in the proposals for the village and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general

I wish to object to the Scheme in its present format. The layout of the scheme through the village should be revisited with the needs of schoolchildren, pedestrians and walkers highlighted.

KCC-C96-32 Rochford Abbey Gardening Committee**PLANNING & DEVELOPMENT ACT 2000 (As amended)****PLANNING & DEVELOPMENT REGULATIONS 2001 (As amended) (PART 8)****Proposed Naas to Kill Cycle Scheme****Planning Reference: P82022.17****To:-**

A/Senior Executive Officer,
Roads Transportation and Public Safety Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare, W91 X77F

From:-

Rochford Abbey Gardening Committee
Kill
Co Kildare



A Chara,

I refer to the above proposal by the Co Council to provide a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare, specifically from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village.

Rochford Abbey supports the plan in principle, as the cycle lane for the safety of children going to school is important. It is also good from a health and exercise perspective. If it reduces the number of cars through the village, this will be a positive development environmentally. It is noted that cycle lanes are part of Government policy to reduce the use of cars and promote safe healthy activity for adults and children.

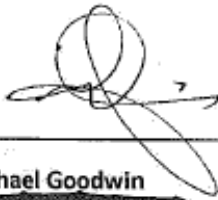
However, there are some concerns. Kill village is often used as a 'rat run' for motorists avoiding delays on the N7, which, unfortunately, is all too frequent. If the road through the village is being narrowed to facilitate the inclusion of a two-way cycle lane this could add to the traffic congestion through the village. Proposed changes to the road lay-out at Earls court and at Scoil Bhríde could add to this problem.

The removal of eleven trees in the centre of the village, and the narrowing of footpaths that will lead to the removal of space for flower pot displays by the Tidy Towns Committee is also a concern for residents. This will have a profound effect on the visual and environmental quality of the main thoroughfare.

There is also concern about the removal of railings outside Saplings School, which could impact the safety of students in the school.

Residents call on the Co Council to reconsider the proposal, specifically the route through Kill village, and we ask that alternative routes be considered. In the event that there is no alternative route, we ask what plans the Council have to compensate for or replace the trees and spaces being removed in order to maintain the look of the village that residents of the village, and in particular the Tidy Towns Committee, have worked so hard for over decades.

Yours sincerely,



Michael Goodwin

[Redacted]

Kill

Co Kildare [Redacted]

On behalf of Rochford Abbey Gardening Committee

KCC-C96-33 Ed Barrett of Gravis Planning

19 October 2022

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



Dear Sir/Madam,

RE: Planning Ref. P82022.17 – Proposed Naas to Kill Cycle Scheme

On behalf of our client, MIRC Properties Limited, we wish to provide comment on the submitted Part 8 planning application for the proposed Naas to Kill Cycle Scheme (Planning Ref. P82022.17).

As the owner of property on Johnstown Main Street¹ which is directly affected by the proposals, our client wishes to express, first of all, their disappointment at the lack of advance engagement undertaken by Kildare County Council. The proposals – which represent a significant change to the previously consented Naas to Kill Cycle Scheme – have clearly been in design development for some time. At no stage however, has the Council approached our client to discuss the detail of the proposal and how it may affect their property. This is despite the fact that the red line boundary of the Part 8 application encroaches quite significantly into our client's land ownership. This lack of engagement is especially disappointing given that our client has been liaising with Kildare County Council over an extended period of time regarding development proposals for their own property (Planning Reg. Ref. 22/632; ABP Ref-314380-22). There has been ample opportunity for the planning authority to discuss the revised proposals with our client in advance of this stage, but it has chosen not to do so.

We note that the proposed two-way cycle lane to the south of the carriageway will result in the loss of a significant amount of existing on-street parking spaces in Johnstown, including to the front of our client's site. Our client aims to deliver much-needed mixed-use (retail and residential) development to the Main Street of Johnstown, and is concerned that the loss of on-street parking will have a commercial impact in this regard. As set out in the submitted Planning Report, the alternative design approaches considered for the project included shared street provision and the provision of cycle lanes on both sides of the road - both of which would appear to have reduced potential for impact on existing businesses in Johnstown. These options however, have been discarded in favour of 'Option 4', a two-way cycle lane to the south of the road. No detail of the assessment of alternatives as it relates to Johnstown - i.e. a detailed breakdown of scoring under the various assessment criteria, specifically relating to Johnstown - has been provided in the application material. In the interests of clarity and transparency, and robust decision-making, the application material should be updated to include full detail of the assessment of alternatives, and circulated for information and comment at the earliest opportunity to local businesses, residents and land owners.

¹ Site Location Map enclosed

 Gravis Planning
121 Baggot Street Lower, Dublin 2, Ireland
+353 (0)1 659 9445

www.gravisplanning.com
info@gravisplanning.com

Our client is concerned that the impact on Johnstown arising out of the chosen option is unduly significant given the concentration of businesses on the southern side of the road (in contrast to Kill, where businesses are concentrated on the northern side of the road). Notwithstanding this, we note the statement within the submitted material – specifically addressing car parking capacity in Johnstown - that “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”. While the detail of this parking survey is not provided in the submitted material², the Council is clearly satisfied that, in the event of approval being granted, there is ample car parking capacity in Johnstown to cater for existing and planned future development, including new retail development as envisaged by our client under ABP-314380-22.

In conclusion, while we do not object to enhanced cycle infrastructure, we are not convinced that the chosen option is the optimal approach for Johnstown and would appreciate greater engagement and clarity from the Council regarding design detail, the assessment of alternatives, delivery timelines, construction stage impact, and compensatory measures that are proposed for local business and property owners.

Yours sincerely,

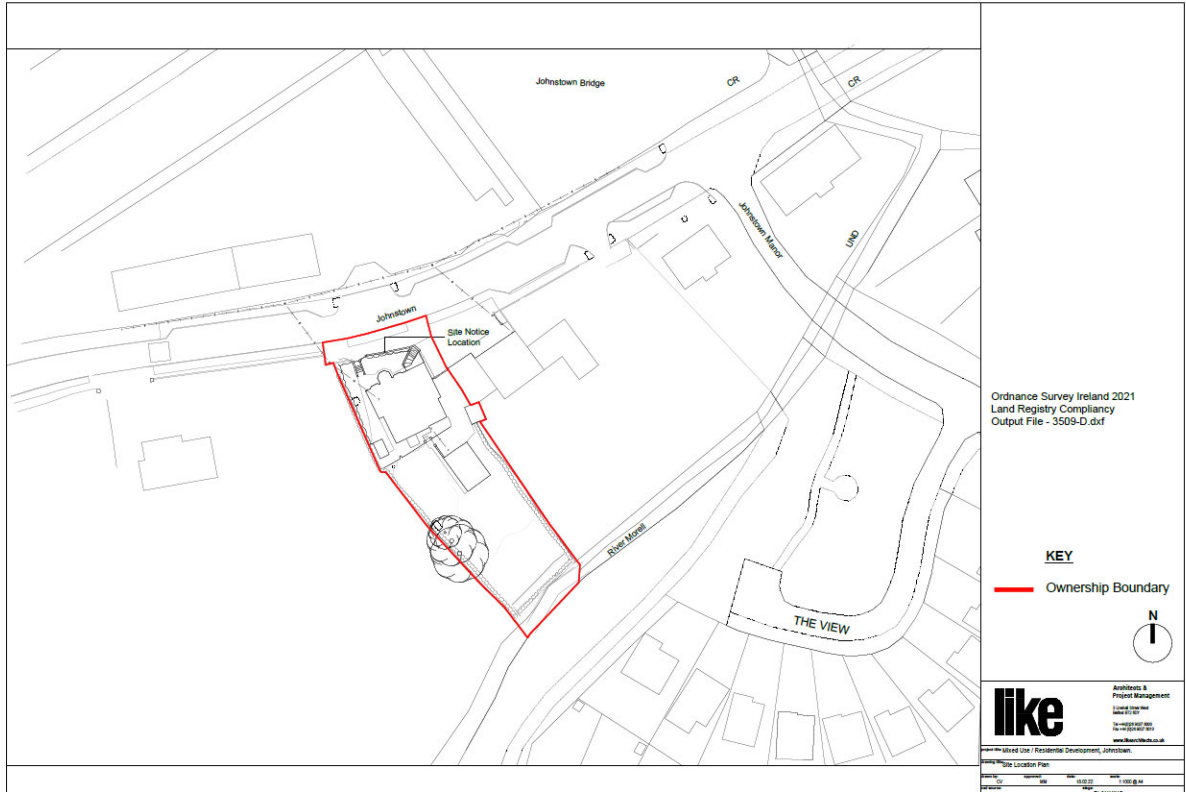


Ed Barrett
Gravis Planning
ebarrett@gravisplanning.com

Encl.

Site Location Map (Extent of land owned by MIRC Properties Limited)

² We note, in this regard, that the traffic surveys that are being relied upon for the application date from 2015, 2017 and 2018. It is unclear when the parking survey was undertaken.



KCC-C96-34 Kill Tidy Towns Committee (Chair: Paddy Walsh)**PLANNING & DEVELOPMENT ACT 2000 (As amended)****PLANNING & DEVELOPMENT REGULATIONS 2001 (As amended) (PART 8)****Proposed Naas to Kill Cycle Scheme****Planning Reference: P82022.17****To:-**

A/Senior Executive Officer,
Roads Transportation and Public Safety Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare, W91 X77F

**Subject:-** Submission by Kill Tidy Towns Committee on Proposed Cycle Scheme

A Chara,

I refer to the proposal by Kildare County Council to construct a segregated high quality cycle facility and shared pedestrian and cycle facility between Naas and Kill in County Kildare, from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill.

Kill Tidy Towns Committee held a meeting of interested people, representative bodies and residents' committees within the village on Thursday 13 October. The views set out in this submission represent the views expressed at that meeting.

The Committee generally supports the development of cycle lanes where appropriate. The Committee believes that such infrastructure is hugely beneficial both from an environmental and public health perspective. A cycle lane in Kill would encourage parents to allow children cycle to school, which would have the dual benefit of providing daily exercise for children and of reducing the volume of traffic, and thus the amount of CO₂ emissions, through the village. The Committee supports Government policy to install cycle lanes and pedestrian ways where appropriate and necessary in order to reduce emissions from road traffic and to promote healthy and safe activity for adults and children.

The Committee has concerns, however, about the current proposal. Before dealing with these concerns, the Committee would like to provide a short history of its work in the village as a background to its concerns about the proposed infrastructure. The Tidy Towns Committee was founded in 1972 when the population of the village was less than 1,000. Since then it has worked tirelessly to develop and enhance the look of the village through constant, construction, repair, maintenance and environmental and horticultural development. The population is now over 3,000, but the Committee believes the essence of the village in the context of the Tidy Towns ethos has been maintained. This has been achieved through the hard work and dedication of volunteers in the village over many years. While the real rewards

for this are the pleasure and enjoyment of the village in full bloom and splendour, the numerous – over 20 – National Tidy Towns awards received over many years are also a confirmation of the policies and direction the Kill Tidy Towns Committee has taken over decades. In recent times the committee has embraced the biodiversity ethos, sowing over 2,000 trees throughout the area over the last three years. It is in this context that the Committee wishes to set out its concerns about the current proposal.

In relation to the proposed cycle and pedestrian facility, the Committee is concerned that the cycleway will significantly change the face and character of the village. The Main St will lose eleven trees in all, including nine boxed hornbeam trees between River Lawns and St John's Church. The space for the freestanding floral displays will also be lost on this stretch of the Main St.

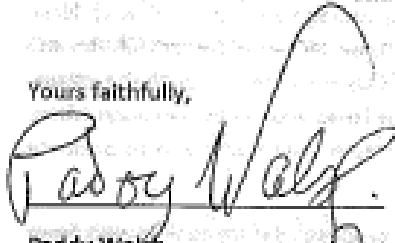
The Committee wishes to bring to the attention of the County Council the increased volume of traffic through Kill village with motorists avoiding the N7 whenever there are delays as a result of accidents. Narrowing the road through the village to facilitate the inclusion of a two-way cycle lane is likely to add to the traffic congestion through the village at these times, which are quite often. Proposed changes to the road lay-out at Earls court and at Scoil Bhríde, in addition to bus stops on the road lanes rather than in set-back positions, will only add to this problem.

There is also a safety concern about the removal of railings outside Saplings School. While the aesthetics of the railings could be improved, removing them completely could have an impact on the safety of students in the school.

The Committee questions whether the proposal will have the desired effect of reducing traffic volumes and encouraging the use of pedestrian/cycle activity when a significant number of children are dropped to school by parents driving to work.

The Tidy Towns Committee would welcome engagement with the County Council with a view to reconsidering its proposal, and perhaps to consider alternative routes for the facility other than directly through Kill village. The Committee is adamant that it must maintain the look of the village that residents, and in particular the members of the Tidy Towns Committee, have worked so hard for decades to achieve.

Yours faithfully,



Paddy Walsh
Chair
Kill Tidy Towns Committee

██████████
Kill
Co Kildare ██████████

KCC-C96-35 Earls Court Residents Committee

**"Proposed Naas to Kill Cycle Scheme
Planning Reference: P82022.17"**



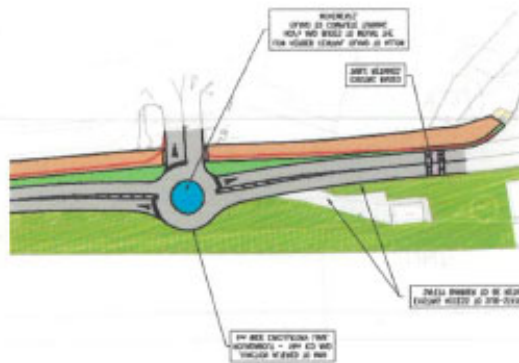
Earls Court Resident Committee
Earlscourtkill@gmail.com

Proposed Naas to Kill cycle Route and Associated works

Earls Court Resident Committee are making a submission in relation to the above-named scheme. Our submission relates to the Kill Village section. We would comment as follows:

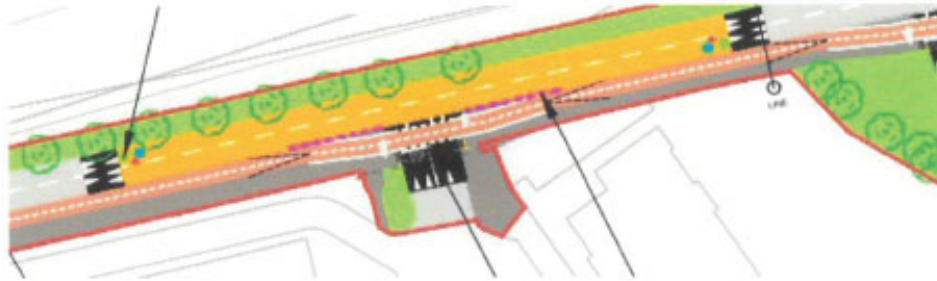
The 2017 plans note a change to the junction at Scoil Bhríde as follows:

The access to Scoil Bhríde is proposed as a mini roundabout. This will give greater priority to vehicles right turning in to and out of the school grounds, slow approach speeds of through traffic and ease traffic management issues at the school. The proposed mini roundabout central island is designed to slow small vehicles down, forcing them to turn around the island but will allow for larger vehicles to overrun, particularly for those larger vehicles wishing to gain entry to the school grounds. Between both junctions the shared path provision is provided in the form of a 4.0m wide path with adjacent 1.0m verge.



October 2022 proposal indicates that the access to Scoil Bhríde is no longer a mini roundabout.

Will traffic be allowed to turn right on exiting the school? We note that the new junction will see the current right filter lane removed. The committee feel that this will lead to significant traffic delays. Traffic to Dublin will be unable to pass school traffic on the left as is currently the case. Currently traffic exiting Scoil Bhríde must turn left and must continue their journey northbound via the Earls Court mini roundabout. However, this proposal will see the Earls Court mini roundabout removed. How will traffic exiting the school continue journey northbound. We fear that Earls Court will be used as a "rat run" for school traffic heading northbound via Hillfort.



Change of Junction at Earls Court

Residents have expressed concern regarding the ability to exit Earls Court at school drop off and collection times. It will be very difficult to exit the estate via this new junction.

Residents are concerned with the visibility of traffic heading southbound. Visibility needs to be improved.



Kill village has seen many new housing developments in recent years. Hartwell Road area of Kill has seen many these developments. Residents in this area must use their car when travelling to the school and therefore we would suggest that the cycleway will not be used by residents of Hartwell road area. Therefore, we would suggest that the Cycle Lane would not go through the village as outlined below.



The Committee request an oral hearing in relation to these propose works.

The Committee recognise the importance of such schemes and the attempt to improve lifestyles, the environment while also encouraging physical activity. However, we would request that the Council meet with the Resident committee and all interested parties to agree a satisfactory outcome.

Earls Court Residents.

KCC-C96-36 Naas Cycle Campaign

19/10/2022

Proposed Naas to Kill Cycle Scheme

Planning Reference: P82022.17

Naas Cycling Campaign Submission to Kildare County Council

Naas Cycling Campaign is a local organisation dedicated to advocating for improved cycling facilities in Naas and the surrounding area. We are members of the Irish Cycling Advocacy Network, cyclist.ie, and the Kildare Public Participation Network.

Overall, we welcome the proposal for improved active travel facilities in Kill and Johnstown. The scheme is of a high quality overall. The cycleway in the main is of a good width and provides for segregated cycling separate from car traffic.

However, the following points would, in our opinion, improve the proposed scheme.

1. Shared use paths are used in the villages at certain pinch points, which negates the benefits of the segregated cycle tracks. In Johnstown, on page 12 of the Part 8 drawings and across from the Johnstown Inn, a shared use path is preferred in the plan to the removal of on street parking or narrowing the carriageway. This is despite the fact that there is a car park across the road. At one point there is a water pump retained in the middle of the path. This is directly in the path of cyclists leaving the bidirectional cycle lane. In Kill there is a shared path provided for access from Saplings school that will be a high pedestrian and cycling traffic area due to access required for both schools. This is inappropriate and consideration should be given to alternative solutions such as a one way system for vehicular traffic or the CPO of land to ensure that adequate cycle paths and footpaths can be provided.
2. Outside the villages, the layout comprises a 4m shared surface for pedestrians and cyclists. Considering that this is going to be a main active travel route between Naas and Kill, the use of shared space is not ideal and separate bike lanes and footpaths should be provided.
3. As per DMURS section 4.3.1 verges on the arterial routes between the villages should be 1.5-2m, not 0.5m or 0m as designed in this document.
4. A maximum of a 7m carriageway should be used on the roads between villages as per DMURS. At points between Johnstown and Kill the carriageway is 9m. This extra space should be used for verges to distance active travel users from motorised traffic.
5. In Johnstown and Kill villages there will be high numbers of pedestrians and cyclists. Therefore, a lower speed limit of 30km/h should be applied and designed for, as per DMURS section 4.1.1. This would be facilitated through a carriageway width of 5.5m, rather than the proposed 6m. It should also be extended beyond St Brigid's National School to ensure the school is within the lower speed area.
6. There are not enough crossing points provided in the villages. In Johnstown, there is no crossing point provided for pedestrians. In Kill there are 2 crossings provided for, both of which are toucan crossings which are inappropriate for the road use (section 4.3.2 of

DMURS manual) and zebra crossings, with or without belisha beacons, should be used instead. These would be cheaper and provide greater accessibility due to being able to provide more crossing points. These further crossing points should be located at the bus stops outside The Gables/Whitethorn Grove to access the bus stops there, outside the Old House pub and at the RC church to access the church and bus stops there. In Johnstown, crossings should be provided outside the Centra and Johnstown Inn.

7. The bidirectional cycle tracks in the villages have no protection from general traffic. Verges should be used, or where space is unavailable the use of physical barriers should be considered. See attached photograph (Figure 1) of a barrier used in Dun Laoghaire/Rathdown CC as an example.
8. Continuous footpaths across junctions are provided for in some instances but not all. For instance, there is no continuous footpath across the junction with the car park in Johnstown. Additionally, at the laneway beside the Old House (pg. 16 Part 8 Drawings) there should be a continuous pathway provided.
9. Throughout the correct use of tactile paving should be used, unlike in other schemes such as in Sallins. The use of rounded corduroy paving should never be used across a cycle lane due to the dangers of slipping on these, and instead the use of flat-topped bar paving should be used.
10. Links to the active travel route to Kerdiffstown to the north of Johnstown should be improved as the construction of the park there will be a key attraction and use driver for the active travel scheme.
11. In Kill there is a large amount of housing off the Rathmore Road, and this should be prioritised for provision of cycling infrastructure to link in with this scheme.
12. Finally, the scheme should link into the proposed Dublin Road scheme in Naas to provide a continuous cycling route from Kill to Naas town centre.

To conclude Naas Cycling Campaign welcomes this scheme. The above changes would improve the scheme to a level that would be an exemplar in Ireland of quality cycle lane design.

In particular:

- Removal of shared space with pedestrians from the scheme, in particular outside Saplings school in Kill and across from the Johnstown Inn in Johnstown.
- Narrowing of the main carriageway in the villages and reducing the posted speed limits to 30kph.
- Creating a network of cycle lanes to link in with this scheme, in particular on the Dublin Road in Naas and the Rathmore Road in Kill.
- Use of Zebra crossings in Kill and Johnstown villages to increase accessibility for pedestrians and cyclists.
- Provision of a physical barrier and/or verges to protect the bidirectional cycle lane from general traffic in the villages.

We would be delighted to get the opportunity to discuss this scheme further with the designers.

Kind regards

Colm Byrne, Conor Winchcombe, Liz Denieffe, Elaine McGoff and Katie Smirnova

On behalf of Naas Cycling Campaign

naascyclingcampaign@gmail.com



Figure 1: Example of cycle lane and carriageway divider from DLR

KCC-C96-37 Ian Glendon

Redacted

Kill
Co Kildare

17.10.22

To whom it may concern:

I wish to start by stating I am a father of 2 young children living in Earls Court in Kill and am an advocate of any project that promotes sustainability and road safety.

I believe the above proposed cycle route would benefit the community in Kill and surrounding areas, however, it is critical that a number of amendments be incorporated into the proposal including consideration for the route not to go through the town centre of Kill.

1. Removal of right turning lane into Scoil Bhríde.

The current proposal shows that the right turning lane in the school is being removed. This will result in cars waiting to turn right in to the school blocking the only eastbound exit route from Kill Village. This will cause traffic backlogs through the entire village during drop off and collection times. Additionally, it will encourage drivers to bypass the school by using Earls Court and Hillfort as a 'rat run'.

2. Removal of Proposed Roundabout at Scoil Bhríde.

There is currently no right turn when exiting Scoil Bhríde heading east, away from Kill Village. Unfortunately, this is not adhered to by vehicles exiting the school and causes significant delays in the school car park. This in turn drives parents to misuse local residential estates, lanes, and kerbside to collect/drop off children, putting both their children another pedestrian in harm's way.

In the 2017 proposal (ref: P82017.014), a roundabout is shown at the entrance/exit of Scoil Bhríde. The provision of this round about would have allowed for vehicles to safely exit the school eastbound. To allow safe ingress/egress to Scoil Bhríde this roundabout should be reinstated.

3. Junction at Earl's Court

The proposal shows the roundabout at Earls court removed and replaced with a standard junction. Improvements at the roundabout are urgently required, but the proposed solution will make it very difficult for residents to exit Earls Court safely.

The proposed solution shows the line at which cars would be required to stop when exiting Earls Court to be further back in the estate in relation to the existing yield position. The current sightline in the direction of Dublin is very limited (approx. 20m) and this coupled with the speed the cars approach from same direction makes it very dangerous for users of this proposed junction.

Sightlines at 50kmph should be 70m as per Table 3 of Nation Roads Authority TD9.

www.tiiipublications.ie/library/DN-GEO-03031-06.pdf

In addition to the above, the 2017 proposal (ref: P82017.014) showed a 'raised table' traffic calming ramp at this junction. This raised table should be reinstated in the current plans to calm traffic. It's of note that there appears to be a 250m section of main road (between the two school zones) without any traffic calming measures in the current proposal. Vehicles traveling downhill towards Kill Village do so at too high a speed therefore traffic calming measures at the junction to Earls Court are vital.

4. School Children's Safety

There are currently guard rails installed between the St. Brigid's Catholic Church Car Park and Saplings School and partially towards Scoil Bhríde. These appear to be removed in the current proposal and replaced with pencil bollards. Hundreds of school children use these footpaths daily, for their safety it would be prudent to ensure these pencil bollards extend from nominated satellite school car park at St. Brigid's Catholic Church to the entrance of Scoil Bhríde.

5. Pedestrian Safety

The central pedestrian refuges throughout Kill act both as support for crossing the road and importantly traffic calming, are planned to be removed. While the refuge at Saplings School is being replaced with a raised Tucan Crossing, the refuges adjacent St Johns Church and The Old House Public House are not being replaced. This will increase the average speed of vehicles through Kill. Alternative traffic calming measures should be considered in lieu of these refuges.

6. Vehicles parking in cycle Lanes

The areas adjacent the school see regular poor and dangerous parking during the school collection and drop off times. See attached appendix. The proposed Pencil Bollards should be extended from entrance of Scoil Bhríde to junction of Earls Court to prevent vehicles parking on/over the bicycle lane.

7. Removal of Trees

The current proposal shows the removal of 9 no. establish trees on the eastern side of the village from Riverlawns to St Johns Church. While the Planning report calls out the reinstatement of 20 no. new trees as part of this proposal (in an undefined location), consideration should be given to amending plans so that these existing trees along the main route through Kill can be retained.

8. Removal of Bus Stop Laybys

The proposal shows the removal of several bus laybys in Kill, in particular the busiest bus stop which is west bound (toward Naas) adjacent St Johns Church. Buses regularly stop here for a number of minutes a peak commute times. Without a layby to allow traffic to pass this will cause significant delays to vehicles travelling through Kill. It will also promote irresponsible driving as drivers will try to drive around buses when stopped.

I trust the above information will be fully considered and I am available to meet to discuss at your convenience.

Kind regards,



Ian Glendon BE MIEI

Kill
Co Kildare

Appendix 1 - Supporting images

1. Removal of right turning lane into Scoil Bhríde.



Current

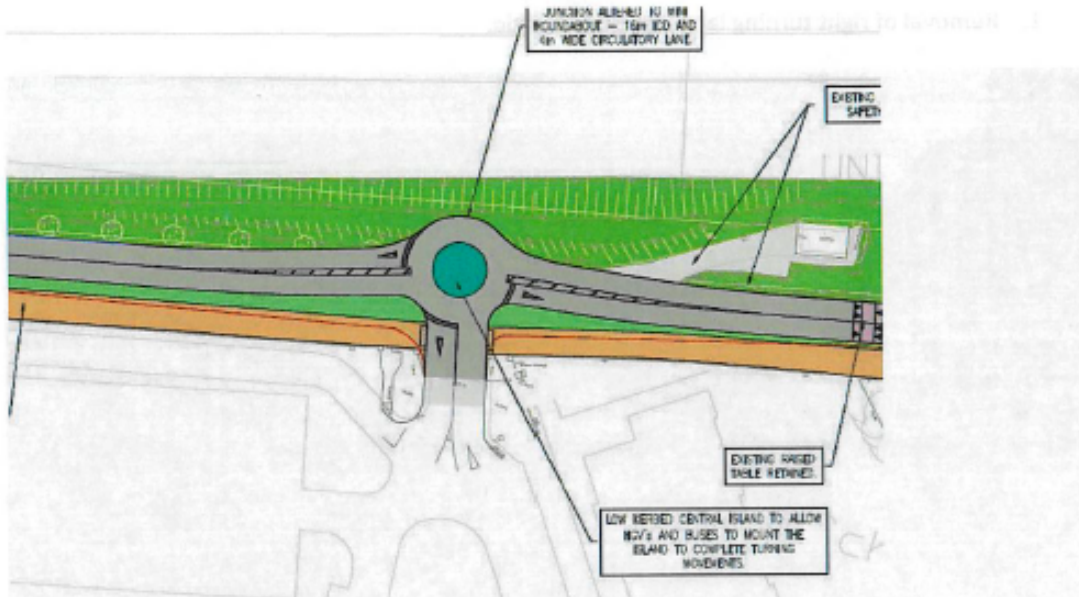


Proposed

Any vehicles waiting to turn right into Scoil Bhríde will block traffic, causing major delays through Kill.

Images from 04 Photomontages - Naas to Kill Cycle Scheme_0 sourced from KCC website

2. Removal of Proposed Roundabout at Scoil Bhríde.



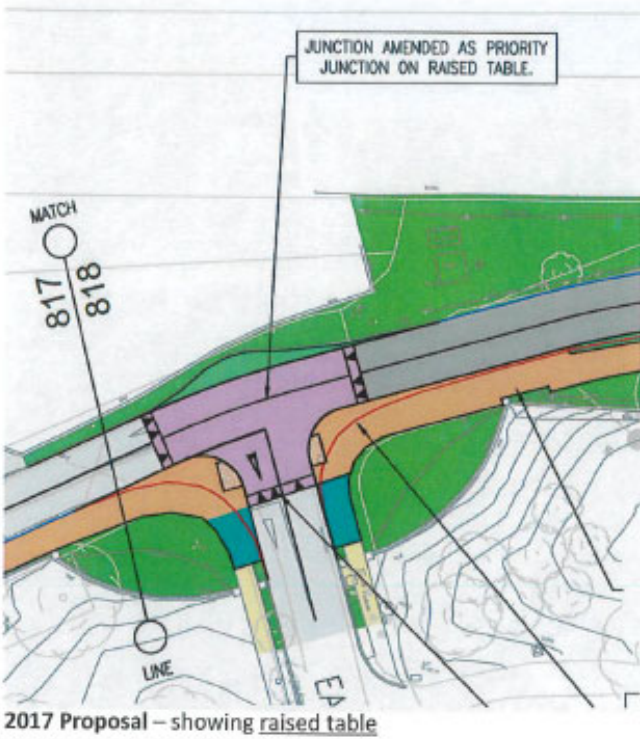
2017 Proposal P82017.014 drawing 5139616/HW/P8/818



2022 Proposal P82022.17 Drawing 40000089-WSP-DG-HW-0106-07

Noting removal of roundabout at Scoil Bhríde. This will promote the continued dangerous driving behaviours by drivers exiting the school.

3. Junction at Earl's Court





Current Proposal – no proposed traffic calming measures along main road and sightline is extremely limited



Showing current extremely limited sightline east from exit of Earls Court.

Table 3: Design Speed Related Parameters

DESIGN SPEED (km/h)	120	100	85	70	60	50
STOPPING SIGHT DISTANCE m						
Desirable Minimum Stopping Sight Distance	295	215	160	120	90	70
One Step below Desirable Minimum	215	160	120	90	70	50
Two Steps below Desirable Minimum	160	120	90	70	50	50

Table 3 of NRA TD6

4. School Children’s Safety



Current guard rails to protect schoolchildren walking to and from St Brigid’s Catholic Church carpark to Scoil Bhríde.

5. Pedestrian Safety



Adjacent St. Johns Church - Proposed development shows this refuge being removed without substitute traffic calming.



Adjacent The Old House Public House - Proposed development shows this refuge being removed without substitute traffic calming.

6. Vehicles parking in cycle Lanes



Vehicles Park on current shared footpath/cycle path directly outside Scoil Bhríde (photo 18.10.22) causing a serious risk to School Children, Pedestrians and Vehicles. This will continue unless a barrier between the carriageway and cycle path is installed.

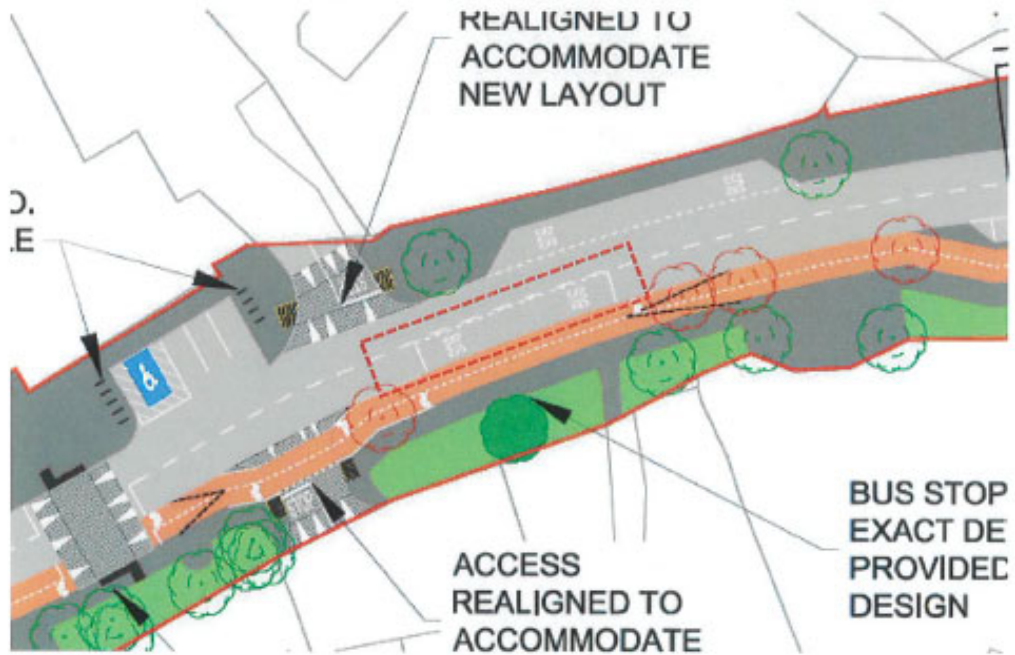
2022-2023 Annual Report

7. Removal of Trees



Consideration to be given to maintaining existing trees.

8. Removal of Bus Stop Laybys



KCC-C96-38 Johnstown Community Association

① of ③

Johnstown Community Association.

[REDACTED] Johnstown, Co. Kildare

Kildare Co. Council,
Planning Dept,
Aras Devoy,
Naas,
Co. Kildare.

18/10/2022

Re: Proposed Naas to Kill Cycle Scheme – Planning Reference P82022.17

Dear Sirs,

Johnstown Community Association (JCA) was formed in 2007 and one of its main objectives is to provide, where necessary, in matters of the Association's interests, a channel of communication between local or other authorities and the residents of Johnstown, Co. Kildare. We are an umbrella group representing the Community of Johnstown made up of Johnstown Village Association, Johnstown Gardens Association, St. John's Grove Association, Furness Manor Association, Johnstown Manor Residents Association, Furness Woods and Toberton Woods and Individual members of the wider community not represented by a resident association.

In general, we have no objection to the provision of a cycleway between Naas - **Johnstown** - Kill; in fact, we are in favour of it. However, we object to the current proposal as we consider the width proposed within the village (3 metres) to be unnecessarily wide and excessive.

The present walkways within the village allow for the young and the older residents to move about in safety, and the cyclist / electric scooter user either slowed down or forced onto the road for mechanically propelled vehicles. With the width of 3 metres for the cycleway, the fear is the pedestrian will be restricted in movement within the village by the cyclist and scooter user, which will heighten the fears of the older pedestrians due to the speed and visibility of these vehicles, and the belief by the user of the vehicles that they have a right of way, and the pedestrian is just a nuisance to his travel. The village should become part of his travel and not just a pass through.

We would require details on the laws to protect the pedestrian from mechanically propelled vehicles and how the speed can be restricted within the village on or off the cycleway. There appears to be no enforcement of speed, visibility, lights, or the rules of the road to many of the users of electric scooters and some cyclist.

(2) of (3)

The reduction in road width may cause further problems as large commercial tractor & trailers (HGV) have a right to access to the industrial area in Johnstown and will require the turning area in the centre of the village out to the industrial estate opposite St. John's Grove estate.

The main objection we have is to the removal of 24 car parking spaces in the village. This will simply make the existing parking problem even worse. This has been exacerbated in recent year with the existing car park in the centre of the village becoming a de-facto 'park and ride' facility for the surrounding area, and the building over of the previous access to the car parking at the rear of the Johnstown Inn building (this we believe was a temporary extension for outside dining during the Covid-19 epidemic.) This will be further worsened by the large increase in population in the area due to recent completion of three housing estates. A 'park & ride' facility has been discussed in the past with the local councillor which we believe is needed at present to relief the present lack of parking in the community.

With insufficient public transport within the community, it is not possible to reduce the requirement for vehicles in the area and until this problem is solved by the Council any attempt to reduce parking will only lead to major problems.

We would welcome a meeting with KCC to discuss the above and the cycleway before any work commences.


Yours sincerely



Frank Moore

Treasurer JCA

(3) Also attached copy of our submission dated 07.11.2017

07/11/2017
 JCA

 (3)
 8

Naas to Kill Cycle Scheme – Reference P82017.014

Senior Executive Officer
 Roads Transport & Public Safety Department
 Kildare County Council
 Level 4, Aras Chill Dara
 Co Kildare
 Dear Sir /Madam

We wish to comment on section (b) "Johnstown Village" of the proposed plan as follows:

We note, from the plans, that it is proposed to remove 2 parking spaces opposite the 'Centra' shop in the village. We would be opposed to any such move as there is already a problem with lack of parking space at this shop and consequent traffic congestion at this point. We would suggest that, if it is proposed to put in a pedestrian crossing here it should be on the lower (Naas) side of the junction – where the road is already narrowed – to avoid loss of these spaces.

We also note that it is proposed to remove the two existing ramps on this section of the road and we would again suggest that if this is done, the two parking spaces which were lost when putting in these ramps, should be restored.

We would be quite happy to demonstrate our suggestions on site should you wish.

Indirectly we would like to make 2 points 1) We welcome the traffic calming measures in the village as it is currently a rat run every evening from 5 pm onwards for cars and trucks coming off the motorway and back up to the Naas ball to get back onto the motorway. The village should have a 30kph speed limit .However, we would renew our request for HGV trucks (over 5 ton) to be banned from the village (as they already are in the neighbouring village of Kill) in the interest of public safety and to the benefit of pedestrians, cyclists and motorists alike. And also we renew our request to have the 50kph speed sign on the Kill sign of our village moved further out from the village.

2) Secondly we would like to point out also that the scheme should consider the **indirect** access roads to the cycle way in Johnstown as this has obvious consequences to the number of users of the cycle way. The footpath and road that currently the local and business people cycling/walking in from Weston, Furness, St Johns Grove and surrounding areas (where further developments are scheduled for), is not adequate. At the start of St Johns Grove development the footpath ends and walkers and young cyclists are required to cross over to Johnstown Gardens. There is a hump on the road where visibility is reduced and makes crossing of the road to and from Johnstown gardens very unsafe. We are aware of this having made several cycles with children to and from school.



Yours faithfully

JCA Committee

Siobhán O'Carroll (JCA Chairperson) Frank Moore (JCA treasurer) Kevin Parker (JCA secretary)

Brian MC Cabe /Paul Dwyer/Angela Brown/Martin Egan/Johnny Savage/Enda Mc Keon/Linda Lockhart/Ron Farrell

KCC-C96-39 Cyclist.ie

 The Member for Ireland of: 	Cyclist.ie - the Irish Cycling Advocacy Network [Redacted] [Redacted] [Redacted] www.cyclist.ie [Redacted]
Addressee: Kildare County Council	
Date: 19th October 2022	
Re: Naas to Kill Cycle Scheme	

1 Introduction

[Cyclist.ie](http://cyclist.ie), the Irish Cycling Advocacy Network (ICAN), is the Federation of Cycling Advocacy Groups, Greenway Groups and Bike Festivals on the island of Ireland. We are the Irish member of the [European Cyclists' Federation](http://www.ecf.eu). Our vision is for an Ireland with a cycle friendly culture, where everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling.

Cyclist.ie warmly welcomes this proposed scheme from the outskirts of Naas to the village of Kill, a route that has the potential to be transformative, and opens up safe and relatively pleasant cycling and walking from Naas Town to Kill Village.

However, despite the general high quality of this proposal we have a number of comments and suggestions that we recommend, to improve the proposal even further - see Section 2 below.

2 Comments

2.1 Scheme Extents

This proposed scheme extends from the Dublin Road roundabout to the eastern end of Kill Village. It is critical that the original proposed cycle route scheme from the Dublin Roundabout into Naas Town Centre is developed, to ensure safe cycling for all from Naas to Kill. This proposed route must link into the improved Dublin Road scheme into Naas town centre.

2.2 Scheme Quality

The overall quality of the scheme is of a high standard, but we are disappointed that no cycling links are proposed from the Johnstown Roundabout (east of Johnstown) to the northern side of the N7 and the various services available there.

2.3 Speed Limits

We suggest that 30kph speed limits should be applied in both Johnstown Village and Kill Village, rather than the present 50kph. This recommended urban limit should also extend eastwards past St Brigid's school as it will support the safer movement of pedestrians and cyclists in these areas. The 30kph speed limits can partly be facilitated by reducing the carriageway width in both villages to 5.5metres.

2.4 Roundabout Removal

We note and applaud the removal of the small roundabout at Earl's Court, and its replacement with a standard T junction with priority for the main road and cyclists, particularly in the vicinity of St Brigid's School.

2.5 Junction Raised Tables

We commend the inclusion of raised tables at all side junctions, which facilitate slower and more careful vehicle movements, and the safer passage of bikes and pedestrians across those junctions.

2.6 Carriageway Width

We note the proposed standard carriageway width of 6metres across the full scheme, but we suggest the reduction of this width to 5.5metres within the villages of Johnstown and Kill. This will both encourage slower and safer vehicle speeds, and enable greater width for pedestrians and/or cyclists at pinch points, as well as opening the potential to provide a continuous cycle track in the proposed shared section between St Brigid's Church and Earls Court. It is important to prioritise the active travel movement.

2.8 Removal of Railings

While we are delighted to see the proposed removal of the ugly and unsightly railings on the north side of the road at the Saplings Special School, we urge the removal of all of the railings in this vicinity. They are an unnecessary encumbrance.

2.9 Shared Space

Shared space for cyclists and pedestrians is ideally not the best option, particularly in urban areas. The present National Cycle manual in Section 1.9.3 clearly states that *'shared facilities should be avoided in urban areas as far as possible'*. In the case of this project we urge the designers to revisit the 200m section between St Brigid's church and Earls Court, to work to provide a continuous separated cycle track through Kill Village.

We are broadly happy with the proposed 4metre wide shared space outside the 2 villages.

2.10 Pedestrian Crossings

We note the only 2 proposed (Toucan) crossings are in Kill Village, and while we are happy to see the present uncontrolled crossings upgraded, we suggest the consideration of the use of extra Zebra or Wombat Crossings in these village locations as well.

2.11 Trees

We note the removal of a number of roadside trees in Kill Village, but we note also the overall increase in proposed tree planting. We welcome the general improvement in the public realm of Kill Village. This is also important in the context of Kill's pride in its Tidy Towns entry.

2.12 Bus Stops

The final location and design of bus stops is of course critical, in particular as Rural Link and other routes expand. We agree with the Council's approach in making final decisions at the implementation stage.

3 Summary/Conclusion

Cyclist.ie warmly welcomes this proposed active travel scheme linking the town of Naas with the villages of Johnstown and Kill. However, as outlined above, we particularly urge consideration of the following items in drawing up the final scheme:

- Narrowing of the main carriageway through both villages to encourage lower vehicle speeds, and enable a better quality and continuous cycle track
- Consideration of the addition of Zebra/Wombat crossings in further locations in both villages
- Reduction of the posted speed limit from 50kph to 30kph in the villages of Johnstown and Kill in line with current guidelines.
- Remove all the unsightly railings from outside Saplings Special school
- Upgrade the cycle route from the Dublin Roundabout to Naas Town Centre, in line with a previous Part 8, to ensure that there is a complete safe route from Naas Town Centre to Kill Village.

Cyclist.ie is happy to discuss any of the above at any stage with the scheme designers.

Colm Ryder
Cyclist.ie Infrastructure Coordinator
www.cyclist.ie
colmyder@gmail.com

KCC-C96-40 Laura Kinirons

Proposed Cycle Scheme

Title:

Part 8 - Proposed Naas to Kill Cycle Scheme Planning Reference P82022.17

Dear Sir,

I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.

The scheme as proposed has gone for option 4 in the planning report which is a two way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and "The Ball" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in

- * The removal of trees within the village environs
- * Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular
- * Shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis.
- * The narrow footpath from Scoil Bride down through the village to the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed it will pose a safety to pedestrians and walkers in general as they traverse this route on their daily walks.

Preference has been given to cyclists over the pedestrians in the proposals for the village and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general

I wish to object to the Scheme in its present format. The layout of the scheme through the village should be revisited with the needs of schoolchildren, pedestrians and walkers highlighted.

Yours faithfully

Laura Kinirons

Kill, County Kildare

KCC-C96-42 Sarah Coll

Kill

Title: T-Junction at The Dew Drop

Plan does not give consideration to vehicular traffic coming into Kill village from the L2019 to the T-junction at The Dew Drop, in particular those needing to turn right into the village. Has the proposal taken into consideration increased traffic due to housing developments at Kilheale Manor and The Meadows which will lead to increased traffic? I do not believe it has when the current drawings and proposal are reviewed with respect to the priority given to cycle lanes and cyclists. Personally I would suggest that the need for traffic signals at this junction needs to be considered as it is.

Kill

Title: T-Junction at Earls Court

Similar observation to that for the T-Junction at The Dew Drop, in particular due to new housing development within Earls Court and the increased traffic that can be expected as a result. It will be difficult to turn right out of Earls Court with the proposed location of the cycle paths and reduced visibility for traffic coming in both directions on the main road.

Proposed Cycle Scheme

Title: Cyclist Volume & Public Transport

What is the expected usage/volume of cyclists for a cycle path from Naas to Kill? What is driving the demand for such drastic changes? I understand the need to improve amenities and modes of transport but reality also needs to be considered. How will this cycle path benefit those commuting outside of the area of the cycle path?

Additionally, the report only references the frequency of buses during peak period. Outside the peak period, the frequency can be 40mins, with services frequently being delayed. There is one bus route servicing Kill. Overall the public transport options are limited and should be improved before a cycle path such as that proposed is even considered.

Proposed Cycle Scheme

Title: Bus Stop

The drawings appear to remove at least 1x Bus layby in Kill village, outside the park. How is this considered to be an improvement from a public transport perspective? It will cause further delays within the village itself. Surely the safest option for a bus stop is to have a layby? I do not believe that this has been properly considered.

Proposed Cycle Scheme

Title: Right Turn at Scoil Bhríde, Kill

Removal of the right hand turning lane at Scoil Bhríde will cause traffic congestion within the village. Such an amenity should not be lost for a cycle path.

Proposed Cycle Scheme

Title: Removal of Trees

Removal of trees should be avoided. The proposal does not make any recommendations about replacing these trees.

Proposed Cycle Scheme

Title: Car Parking Spaces - Kill Village

I suspect the proposed reduction in car parking spaces does not take into consideration the increased number of users arising from new housing developments in the village. Off street parking is generally privately owned e.g. Spar, The Dew Drop and should not be counted within the spaces being detailed in the report.

KCC-C96-43 Laura Kinirons

Proposed Cycle Scheme

Title:

Part 8 - Proposed Naas to Kill Cycle Scheme Planning Reference P82022.17

Dear Sir, Madam

I wish to comment as follows in relation to the proposed cycleway from Kill to Naas.

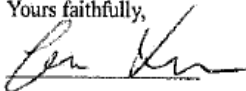
The scheme as proposed has gone for option 4 in the planning report which is a two-way cycle track on the South side of the road. While this option will suit the sections of the cycleway between Kill and Johnstown and between Johnstown and "The Ball" it will not suit the section of the scheme through Kill Village. The implementation of option 4 in Kill Village will result in

- The removal of trees within the village environs
- Removal of the planters in the village which add to the environment and colour of the village during the summer months in particular
- Reduction in the available footpath space for pedestrians and schoolchildren.
- Shared cycle and pedestrian area between St. Bridget's Church and Earls Court. This will pose a safety hazard to school children attending Scoil Bride. Quite a large number of children walk this route going to and coming from school on a daily basis.
- The narrow footpath from Scoil Bride down through the village to the junction opposite the Dew Drop will also pose a safety hazard to the school children on their walk to and from school. Indeed, it will pose a safety hazard to pedestrians and walkers in general as they traverse this route on their daily walks.

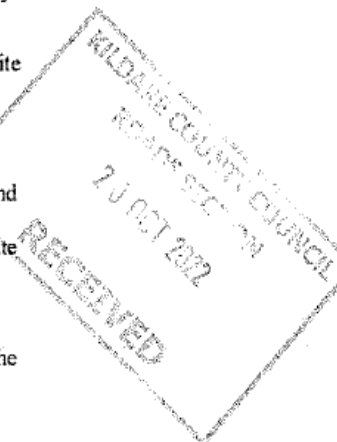
Preference has been given to cyclists over the pedestrians in the proposals for the village and will result in an unsafe environment for pedestrians and walkers. Option 2, Shared Street Provision, would provide a better solution in the village and would keep the cyclists separate from school children and pedestrians in general

I wish to object to the Scheme in its present format. A review of the scheme is required to prioritise the needs of pedestrians and schoolchildren in the layout of the scheme through the village.

Yours faithfully,



Laura Kinirons



KCC-C96-44 Anthony Lawlor

**Proposed Naas to Kill Cycle Scheme
Planning Reference P82022.17"**

Submission on behalf of

Anthony Lawlor



Naas

Co. Kildare



Cycle Scheme

I welcome the proposal to relocate the bus stop from outside Johnstown House nearer the centre of the village. The current location of the bus stop is in front a wall with a railing, which were constructed in the mid 19th century. Since the bus stop was located at this location damage has been done to the entrance gate and railing.



Park and Ride facility

At the Maudlins entrance to Johnstown Village, there is a parcel of land in the ownership of TII, which could be used as a park and ride facility. The lands are adjacent to the motorway with easy access and would allow more use of public transport.

KCC-C96-45 Justin Kinirons



Proposed Cycle Scheme

Title: Part 8 - Proposed Naas to Kill Cycle Scheme Planning Reference P82022.17

I wish to object to the proposed cycleway from Kill to Naas.

The reasons why are stated below:

- Removal of trees and planters within the village ruins the Tidy Town winning look of the village
- General character of the village will be lost with overbearing cycle lanes (Example – Sallins)
- We already have a two-way pedestrian and cyclist path operating from Kill to Naas with no issues
- Footpath is already narrow enough in some parts without needing to become even narrower
- Car parking spots will be removed and there is already limited parking within the village
- Have the people of Kill even asked for this scheme? Or has Kildare County Council just decided to give them this scheme unnecessarily?

I wish to object to the Scheme and do not wish for it to be actioned.

Kind Regards,

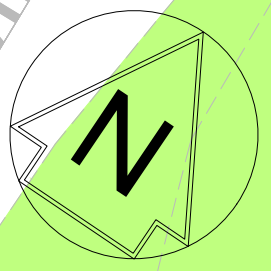
Handwritten signature of Justine Kinirons

Justine Kinirons

APPENDIX F ADDITIONAL DRAWING & PHOTOMONTAGES

APPENDIX F.1 JOHNSTOWN PUBLIC CAR PARK (REDESIGNED)

100
0 10
Millimetres
DO NOT SCALE



33 VEHICLE PARKING SPACES PROVIDED

- NOTES
1. NOT FOR CONSTRUCTION
 2. DO NOT SCALE FROM THIS DRAWING
 3. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED
 4. 33 VEHICLE PARKING SPACES PROVIDED

- LEGEND
- FOOTPATH
 - CYCLE TRACK
 - CARRIAGEWAY
 - GRASSED AREA
 - PROPOSED BUFF BLISTER TACTILE PAVING
 - EXISTING TREE TO BE RETAINED
 - EXISTING TREE TO BE REMOVED
 - PROPOSED TREES/PLANTING

L02	G.K	D.K	D.K	02/11/2022
-----	-----	-----	-----	------------

Draft				
-------	--	--	--	--

Rev	Drawn / Des	Checked	Approved	Date
-----	-------------	---------	----------	------

Description	Suitability
-------------	-------------

WORK IN PROGRESS	S0
------------------	----



Ordinance Survey data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2012/28/CCMA/Kildare County Council. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSI active local GPS station.

Drawing Title
**NAAS - KILL CYCLE ROUTE
PROPOSED ARRANGEMENT
JOHNSTOWN CAR PARK**

Scale 1 : 100	Designed / Drawn G. Kyvetos	Checked D. Keane	Approved D. Keane	Authorised C. Bell
Original Size A1	Date 28/10/2022	Date 28/10/2022	Date 28/10/2022	Date 28/10/2022

Drawing Number	Project	Originator	Volume	Revision
40000089-WSP-DG-HW-0112				L01

© Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number 2012/26/CCMA/Kildare County Council.

Plotted: Nov 02, 2022 - 2:27pm by: UKGXK012

APPENDIX F.2 PHOTOMONTAGE – COTTAGES, MAIN STREET, JOHNSTOWN



APPENDIX F.3 PHOTOMONTAGE – DEVOY GLADE, MAIN STREET, JOHNSTOWN



APPENDIX F.4 PHOTOMONTAGE – JOHNSTOWN LODGE, MAIN STREET, JOHNSTOWN



APPENDIX F.5 PHOTOMONTAGE – MAIN STREET, KILL



APPENDIX F.6 PHOTOMONTAGE – SAPLINGS SPECIAL SCHOOL, KILL



APPENDIX C

LIST OF PERSONS WHO MADE SUBMISSIONS/OBSERVATIONS

1. Norma Murray
2. Kill Tidy Towns
3. Cyclist.ie
4. Scoil Bhríde & Saint Brigid's National School, Kill
5. Earls Court Residents Association, Kill
6. Saplings Special School, Kill
7. Stephanie Lawless-Farrell
8. Candace Sweeney
9. Feargal Conroy
10. Anna Mullen
11. Matthew Kelly
12. Anna Mullen (2)
13. Brian & Jacqueline McCabe
14. Sean Breslin – Gravis Planning
15. Amy Molloy
16. Barbara O Brian
17. Maria Cooney
18. Roisin Conlon
19. Jennifer Phelan
20. Lisa Jones
21. Genevieve Frost
22. Lorraine Carpenter
23. Ciaran Crowe
24. Brian Hussey
25. Eoin Sweeney
26. Claire French
27. Dara Challoner
28. Mark Brennan
29. Liam Bradley
30. Max Bradley
31. Siobhan McGarry
32. Thomas Kinirons
33. Rochford Abbey Gardening Committee
34. Ed Barrett of Gravis Planning
35. Naas Cycle Campaign
36. Ian Glendon
37. Johnstown Community Association
38. Laura Kinirons
39. Sarah Coll
40. Laura Kinirons (2)
41. Anthony Lawlor
42. Justin Kinirons