



## Comhairle Contae Chill Dara Kildare County Council



### **Proposed New Pedestrian/Cycle Bridge, Celbridge, 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.

**July 2022**

## **Proposed New Pedestrian/Cycle Bridge, Celbridge, Co Kildare**

### **Part VIII Submissions Report**

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## 1. INTRODUCTION

This report details the consultations and submissions that came about following the Part VIII display period regarding the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Celbridge, 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 10<sup>th</sup> May 2022 to 08<sup>th</sup> June 2022. Submissions could be made on or before 17:00 on the 22<sup>nd</sup> June 2022.

A Newspaper Notice was published in the Leinster Leader and The Nationalist on the 10<sup>th</sup> May 2022 and the Liffey Champion on May 14<sup>th</sup> 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-pedestrian-cycle-bridge-celbridge-town-centre-planning-ref-p8202207> and [www.gov.ie/en/consultations/](http://www.gov.ie/en/consultations/)

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

<https://consult.kildarecoco.ie/en/consultation/part-8-proposed-pedestrian-cycle-bridge-celbridge-town-centre-planning-ref-p8202207>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 22<sup>nd</sup> June 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 will form part of this statutorily required report to be presented at a meeting of the elected members. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain.

Site Notices were erected at the site location on the 10<sup>th</sup> May 2022.

## 2. CONSULTATIONS AND SUBMISSIONS

### 2.1 Pre-Part VIII Consultations

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

**Table 1: Pre-Part VIII Consultations**

	Date	Consultation
1.	23 <sup>rd</sup> March 2022	Pre-Part VIII consultation with Planning (including Conservation) & Public Realm.
2.	23 <sup>rd</sup> March 2022	Pre-Part VIII consultation with Transportation, Housing & Environment.

### 2.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre commenced on 10<sup>th</sup> May 2022. The circulation list is included in Appendix B. The Part VIII planning application form is included in Appendix C.

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

**Table 2: Part VIII Referrals**

	Name	Comment	Response.
<b>Elected Members</b>			
1.	Members of Celbridge-Leixlip Municipal District	<p>Submission received with comments: (Cllr. Michael Coleman)</p> <p>I welcome the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre with the following modifications. It is disappointing that the Hazelhatch Road was not closed off as part of these works to alleviate traffic in the town, it's an opportunity missed.</p> <p>1. That the footpath on the Main Street should not be built out and to continue to allow the two lanes to operate. The closure of the lane going straight onto English Row would be disastrous for traffic in the town, it would lead to traffic chaos.</p> <p>2. All Pedestrian Crossings should be raised and stepped back further from the junctions for greater safety. Safety should be paramount on this development. There are serious concerns regarding safety at these crossings. A child was knocked down and there have been reports of many near misses.</p> <p>3. The large ESB pole on the corner of the former BOI be removed and underground all cables down English Row.</p> <p>4. The River Liffey be cleaned in the vicinity of the bridge which would include unblocking one of the eyes that is closed</p>	<p>Noted. Closure of the Hazelhatch Road is beyond the scope of this project.</p> <p>1.The proposed kerb buildouts will help to ensure that the streets remain low speed, including during periods where traffic flows are low. A review of the build out and new crossing will be carried out during detailed design with the aim of retaining both lanes from Main Street.</p> <p>2. The crossing locations will be reviewed during detailed design.</p> <p>3. Consideration will be given to the feasibility of removing this pole during detailed design.</p> <p>4. Maintenance works to the existing road bridge will precede the proposed project works to construct the pedestrian and cycle bridge. Some clearing of the blocked arch will form part of the pre-contract works for the proposed project. Consultation will take place with the Planning Authority and various Statutory Bodies to ascertain what works are possible and what</p>

	Name	Comment	Response.
			consents are required. Clearing of river banks can have significant negative ecological impacts.
<b>Members of the Oireachtas</b>			
1.	Catherine Murphy TD	No submission received.	
2.	Bernard Durkan TD	No submission received.	
3.	James Lawless TD	No submission received.	
4.	Vincent P Martin	No submission received.	
5.	Réada Cronin TD	No submission received.	
<b>Kildare County Council</b>			
<b>Planning Department</b>			
6.	Eoghan Ryan – DOS	No submission received.	
7.	Mairead Hunt – SEO	No submission received.	
8.	Sharon O’Gara - A/Senior Executive Architect & Urban Designer	No submission received.	
9.	Emer Ui Fhatharta – Senior Planner	No submission received.	
10.	Caroline O Donnell – A/Senior Planner	No submission received.	
11.	Elaine Donoghue – Executive Planner	No submission received.	
12.	Bridget Loughlin – Heritage Officer	No submission received.	
13.	Ruth Kidney – Architectural Conservation Officer	No submission received.	
<b>Housing Department</b>			
14.	Annette Aspell, Director of Services	No submission received.	

	Name	Comment	Response.
15.	David Creighton – A/Senior Architect	No submission received.	
16.	Alan Dunney – Senior Executive Officer	No submission received.	
<b>Roads, Transportation, Public Safety &amp; Development Control</b>			
17.	Evelyn Wright, Director of Services	No submission received.	
18.	David Reel, A/SE	No submission received.	
19.	John McGowan, SE	No submission received.	
20.	Stephen Deegan, SE	No submission received.	
21.	Donal Hodgins, SE	No submission received.	
22.	Ronan Linane - Municipal District Roads Engineer	Submission received with comments:  The MD office would like to make the following comment on the Celbridge Pedestrian/Cycle Bridge Part 8: The proposed pedestrian crossing on main street should be moved a suitable distance away from the junction to accommodate at least three cars to queue at the junction in both the straight through lane and the left turning lane to avoid excessive queuing back onto main street.	A review of the build out and new crossing will be carried out during detailed design with the aim of retaining both lanes from Main Street.
23.	Cyril Buggie – Municipal District Roads Engineer	No submission received.	
24.	George Willoughby, SEE	Submission received with comments:  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 Pedestrian/ Cycle Bridge in Celbridge Town Centre , Co. Kildare Planning Reference P82022.07.  A shared pedestrian and cycle footbridge is proposed over	

	Name	Comment	Response.
		<p>the River Liffey with a span of approximately 50m from the footpath adjacent to the former Bank of Ireland Car Park in Celbridge to the footpath outside the Abbey Lodge Public House. The footbridge will be constructed directly adjacent to the existing road bridge.</p> <p>The existing footpath will be removed from the existing road bridge and a rubbing strip will be installed at both sides. The kerb line will be built out slightly in front of the Abbey Lodge and the existing pedestrian crossings will be maintained on all three arms of the junction. The footpath will be built out on the main street at the arm of the junction and a new pedestrian crossing will be provided.</p> <p>The footbridge will greatly improve facilities for pedestrians and cyclists at this location</p> <p>The Roads Planning Section of the Kildare County Council Roads, Transportation &amp; Public Safety Department has no objection to the proposed development of the Pedestrian/ Cycle Bridge in Celbridge Town Centre, Co. Kildare Planning Reference P82022.07 subject to the following conditions and comments:</p> <ol style="list-style-type: none"> <li>1. All design elements are completed in accordance with the relevant design standards and codes of practice.</li> <li>2. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.</li> </ol>	<p>Noted. The details suggested will be considered during the Detailed Design stage of the Project.</p>



	Name	Comment	Response.
		<p>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.</p> <p>4. A Construction Management Plan should be submitted before the works commence to be agreed with the Kildare Roads Department.</p> <p>5. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.</p> <p>6. Paving materials should have slip resistance in both wet and dry conditions.</p> <p>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 beforehand.</p> <p>8. Decking on the footbridge should be non-slip and there should be a maintenance plan agreed beforehand.</p> <p>9. The existing bridge is a Listed Structure and there should be close liaison with Ruth Kidney (KCC Conservation Architect) .</p>	

	Name	Comment	Response.
25.	Pamela Pender, A/SEO	No submission received.	
26.	Kevin Dunne, SEE	No submission received.	
27.	John O'Neill, SEE	No submission received.	
28.	Jonathan Walsh, Traffic Management	<p>Submission received with comments:</p> <ol style="list-style-type: none"> <li>1) <b>Proposed Zebra Crossing on Main Street:</b> Tactile paving should be Red in colour (buff indicated), Incorrect Line marking indicated at Zebra revise as per TSM, Check distance from Zebra Crossing Tram Line to Stop Line – ensure sufficient distance so that a minimum of 1 vehicle length provided so as not to encroach onto crossing area, Provide Zebra in accordance with KCC standard specification.</li> <li>2) <b>Existing Zebra Crossing on English Row:</b> Consider extending build out to South of Zebra on Eastern side of carriageway (to mirror Western side) to improve sight lines &amp; also to the North of the Zebra on the Western Side of the Carriageway</li> <li>3) <b>Existing Zebra on R403 Dublin Road:</b> Consider relocation Crossing Point 10m further North on R403 – this will improve the separation distance to the crossing for vehicle turning Right from Primrose Hill &amp; improve visibility.</li> <li>4) <b>Junction to East of Bridge:</b> Consider providing a raised table top for 3-arm junction to East of Bridge – this will give greater priority to the pedestrian &amp; act as traffic calming measure</li> <li>5) <b>General Comment 1:</b> Provide a minimum of 2 X 110mm Traffic Signal Duct over the Bridge to tie into Zebra duct Network to future proof Bridge in</li> </ol>	<p>A review of the crossing details and locations will take place during detailed design.</p> <p>A review of the crossing details and locations will take place during detailed design.</p> <p>A review of the crossing details and locations will take place during detailed design.</p> <p>A review of the crossing details at this location will take place during detailed design.</p> <p>Provision of ducting will be included in the detailed design.</p>

	Name	Comment	Response.
		<p>terms of possible signalisation</p> <p>6) <b>General Comment 2:</b> Carry out full Public Lighting design for proposed scheme.</p> <p>7) <b>General Comment 3:</b> Line Marking at all Zebras incorrectly indicated provide in accordance with TSM – all Zebras to be upgraded in accordance with KCC specification/standards</p>	<p>A Public Lighting design will be carried out as part of the detailed design.</p> <p>A review of the crossing details will take place during detailed design.</p>
29.	Declan Keogh, Roads Safety Officer	No submission received.	
<b>National Roads Office</b>			
30.	Marie Whelan, SE	No submission received.	
<b>Climate Action</b>			
31.	Breda Maher, Regional Executive CARO	No submission received.	
<b>Environment Department</b>			
32.	Colm Flynn, SEE	<p>Submission received with comments:</p> <p>Prior to Commencement Notice Stage, the developer shall submit a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 “Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters” for the written consent of the Planning Authority. The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water. The Plan shall, inter alia, include:</p> <ul style="list-style-type: none"> <li>- Site Layout Plan identifying any potential surface water and/or groundwater receptors</li> <li>- The location and design of any proposed mitigation measures.</li> <li>- Proposals for a surface water and/or groundwater monitoring programme, as appropriate.</li> </ul>	<p>Noted. The details suggested will be considered during the Detailed Design stage of the Project.</p>

	Name	Comment	Response.
		Reason: In the interest of public health, to avoid pollution, and to ensure proper development.	
33.	Chris Galvin, SE	No submission received.	
34.	Ken Kavanagh, SEO	No submission received.	
<b>Water Services Department</b>			
35.	Joe Boland, Director of Services	No submission received.	
36.	Ibrahim Bargouthi F, SE	No submission received.	
<b>Fire Services</b>			
37.	Celina Barrett, Chief Fire Officer	No submission received.	
<b>Health &amp; Safety</b>			
38.	Michael Hurley, Health and Safety Officer	No submission received.	
<b>Economic, Community and Cultural Development</b>			
39.	Marian Higgins, A/Director of Services	No submission received.	
40.	Paula O Brien, SEO	No submission received.	
41.	Christine O Grady, SEO	No submission received.	
42.	Simon Wallace, SE Parks Superintendent  (Carmel O Grady Exec Parks Superintendent)	No submission received.	
<b>IT Department</b>			
43.	Rory Hopkins, Head of IT	No submission received.	
<b>Prescribed Bodies &amp; Third Parties</b>			
44.	EirGrid	No submission received.	

	Name	Comment	Response.
45.	Celbridge Tidy Towns	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>We support the proposal for the Pedestrian/Cycle Bridge and feel it will be a positive step for Celbridge.</li> <li>The proposed reduction of traffic to one lane approaching the road bridge from the Main St may severely reduce the flow of traffic in that direction. Currently traffic heading from the Main St. to the Clane Rd. uses the proposed single lane while traffic heading over the bridge uses the current inside lane. On the proposed plan the inside lane will be removed thus forcing bridge traffic to wait behind traffic destined for the Clane Rd. It is not uncommon for traffic, destined for the Clane Rd., to be held up for long periods while waiting for an opportunity to manoeuvre through a break in two lanes of traffic.</li> <li>Following on from the very successful undergrounding of wiring on the Main St this may provide an ideal opportunity to remove the electricity pole at the footpath corner beside the former BOI building and help the commencement of undergrounding of wiring along English Row.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>A review of the crossing location on Main Street will be carried out during detailed design.</li> <li>The feasibility of removing the electricity pole at this location will be assessed during detailed design</li> </ul>
46.	National Monuments Service (Part of DCHG)	No submission received.	
47.	National Monuments Service (Part of DCHG)	No submission received.	
48.	Eastern and Midland Regional Assembly	No submission received.	
49.	Office of Public Works	No submission received.	
50.	National Museum of Ireland	<p>Submission received with comments:</p> <p>Thank you for your request for observations (09 May 2022) on the Proposed Pedestrian/Cycle Bridge in Celbridge</p>	

	Name	Comment	Response.
		<p>Town Centre. The National Museum of Ireland (NMI) has a number of observations/recommendations in this regard;</p> <ul style="list-style-type: none"> <li>• Due diligence should be given to consulting with all relevant statutory bodies</li> <li>• We note the supplied Archaeological and Built Heritage Assessment.</li> <li>• The NMI Topographical files database within the National Museum, Kildare Street, should be consulted. These will provide details on stray finds within the townland that maybe impacted/affected by the proposed development. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area. We note the assessment did not consult the National Museum database.</li> <li>• We note the National Monuments Service (NMS) map viewer has been consulted. We further note the proposed development is within the ZON for the historic town, and that there is a potential for encountering archaeological material. Extreme care should be taken</li> <li>• We note there will be no construction within the river. However, the current river could have been wider in the past. Therefore, it should be noted that within riverine and wetland locations, there is a very high potential for the survival of archaeological features and finds. These can include stone, metal, and crucially, organic waterlogged material. Any</li> </ul>	<ul style="list-style-type: none"> <li>• Liaison with relevant statutory bodies will be carried out during detailed design</li> <li>• Noted</li> <li>• Noted</li> <li>• Noted</li> <li>• Archaeological monitoring will take place during construction. Steps will be taken to mitigate or recover archaeological finds to ensure their preservation</li> </ul>

	Name	Comment	Response.
		<p>changes to their current local conditions could have a severe negative impact on their survivability. Mitigation may be necessary to protect and/or recover any such archaeological finds to ensure their long-term preservation</p> <ul style="list-style-type: none"> <li>• Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior to the commencement of any works.</li> <li>• These necessities should be taken into consideration with regard to the timeline for the scheme.</li> </ul> <p>We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.</p>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Noted</li> <li>• Further liaison with NMI will take place as the project progresses</li> </ul>
51.	The Heritage Council	No submission received.	
52.	An Taisce	No submission received.	
53.	An Bord Pleanala	No submission received.	
54.	Failte Ireland	No submission received.	
55.	The Arts Council	No submission received.	
56.	Royal Irish Academy - Culture and Heritage Working Group	No submission received.	
57.	National Parks and Wildlife Service	No submission received.	
58.	Inland Fisheries Ireland	Submission received with comments:	

	Name	Comment	Response.
		<p>IFI have reviewed the application and associated documentation in respect of the above application and make the following observations;</p> <ul style="list-style-type: none"> <li>• The development is located at the River Liffey. The River Liffey and several of its tributaries are exceptional in supporting Atlantic salmon (<i>Salmo salar</i>, listed under Annex II and V of the EU Habitats Directive) and Sea trout (<i>Salmo trutta</i>) in addition to resident Brown trout (<i>Salmo trutta</i>) populations the catchment also supports populations of the Freshwater Crayfish (<i>Austropotamobius pallipes</i>) and Lamprey (<i>Lampetra</i> sp.) species listed under Annex II of the EU Habitats Directive.</li> <li>• Ground preparation and associated bridge construction works, including topographic alteration have significant potential to cause the release of sediments and pollutants into surrounding watercourses.</li> <li>• All works will be completed in line with a Construction Management Plan (CMP) which ensures that good construction practices are adopted throughout the construction period and contains mitigation measures to deal with potential adverse impacts identified in advance of the scheme. The CMP should provide a mechanism for ensuring compliance with environmental legislation and statutory consents.</li> <li>• Any dewatering of ground water during construction must be treated by infiltration over land or into an attenuation area before being discharged off site.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Noted</li> <li>• All works will be completed in line with a Construction Management Plan</li> <li>• Noted</li> </ul>



	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>• Bridge Maintenance works planned for the existing road bridge will be subject to an agreed method statement with IFI. The open season for instream works are from July 1st to September 30th.</li> <li>• All discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.</li> </ul>	<ul style="list-style-type: none"> <li>• Liaison will take place with IFI as this project progresses</li> <li>• Noted</li> </ul>
59.	BirdWatch Ireland	No submission received.	
60.	Environmental Protection Agency	No submission received.	
61.	Geological Survey of Ireland – Heritage Programme	No submission received.	
62.	Waterways Ireland	No submission received.	
63.	Transport Infrastructure Ireland (TII) - Environmental Unit	<p>Submission received with comments:</p> <p>I wish to acknowledge receipt of your correspondence of 9 May 2022, regarding the above Part VIII application and advise that TII has no observations to make.</p> <p>I hope that this information is of assistance to you.</p>	
64.	NTA	No submission received.	
65.	NTA	No submission received.	
66.	Irish Rail (TFI)	No submission received.	
67.	Bus Eireann	No submission received.	
68.	Ervia (includes GNI, IW, Aurora)	No submission received.	
69.	Irish Water	No submission received.	

	<b>Name</b>	<b>Comment</b>	<b>Response.</b>
<b>70.</b>	Sustainable Energy Authority Ireland (SEAI)	No submission received.	
<b>71.</b>	Celbridge Tourism & Heritage Forum	No submission received.	
<b>72.</b>	Chamber of Commerce	<p>Submission received with comments:</p> <p>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.</p> <p>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.</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 Celbridge Pedestrian &amp; Cycle Bridge consultation.</p> <p>As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.</p> <p>2.0 SUBMISSION</p>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Noted</li> </ul>

	Name	Comment	Response.
		<p>Celbridge is a historic town, located within the Greater Dublin Region of Kildare and a population of over 20,000 (figures from Census 2016).</p> <p>Over the last two decades the population of Celbridge has increased by over 20%. This increase has also seen increased development of Celbridge town, businesses and house building within the area.</p> <p>This increased population and development has naturally led to greater road users, be it private vehicle use, public transport, pedestrian or cycle movement. The current road bridge is no longer fit for purpose, with two narrow traffic lanes and a very tight footpath on one side of the bridge.</p> <p>An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber traffic is a key concern, congestion carries significant costs with it, but the greatest harms are done to quality of life.</p> <p>The benefits of people friendly streets that promote the utilisation of public transport in combination with active transport networks and technologies create a healthier urban environment, reduce CO2 emissions, encourages resilient local economies, and makes for a more efficient use of finite land resources –in the short-run, the reprioritisation of resources will be zero-sum.</p> <p>County Kildare Chamber welcomes the decision by the NTA and Kildare County Council to review and open consultation on the new preferred option for a foot and cycle bridge to be constructed adjacent to the current road bridge.</p> <p>Public safety should always be of the utmost importance for any Public office or Authority, the current bridge layout is, we believe hazardous to pedestrians, in very close</p>	

	Name	Comment	Response.
		<p>proximity to narrow traffic lanes, and in the instances of cyclists no facilities at all. We believe option 3a, provides the least disruption to the town &amp; natural surroundings whilst providing a safe and convenient choice for pedestrians and cyclists moving from east to west across the town.</p> <p>In March 2020, County Kildare Chamber, Chambers Ireland and ICC Ireland announced that we had signed up to a new charter supporting the UN Sustainability Goals (SDGs). One of these goals, which we have worked to advocate for is the Sustainable Cities and Communities Goal. County Kildare Chamber strives to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in the County.</p> <p>With this in mind, we believe that cities and towns need more housing, transport and social infrastructure and while this project does elevate the safety concerns for cyclists and pedestrians and should intime promote less use of vehicular traffic within Celbridge, it does not address the short to medium term effects of large scale traffic congestion at the bridge junction.</p> <p>The Chamber understands the original proposal made in 2019 included for the traffic to be prevented from entering and exiting the Hazelhatch road from this junction and the provision for essentially a one way system through the town.</p> <p>Severe traffic congestion can be recorded at the bridge most weekdays during peak times, with traffic from outside of Celbridge unacquainted with the road layout adding further to confusion and time delays. The Chamber believes this plan should also have included some traffic calming measures, which would have added to increasing traffic</p>	

	Name	Comment	Response.
		<p>movement at pinch points during peak hours.</p> <p>3.0 CONCLUSION</p> <p>County Kildare Chamber welcomes the provision for pedestrians and cyclists at this hazardous junction and cross. For many years this was the only bridge crossing for vehicles and cyclist. This development will mean a safer way for the public to travel through Celbridge and the surrounds. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable.</p> <p>The one area the design has failed to focus on is traffic congestion, vehicular traffic will in the short to medium term make up the majority of road users in Celbridge. This development and others promoting active forms of transport will go a long way to making towns and villages more sustainable in Kildare, but it would be remiss to omit traffic calming and alleviation measures in the hope of attracting increased pedestrian and cycle activity.</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 not hesitate to contact us if you have any queries regarding this submission.</p>	<ul style="list-style-type: none"> <li>The proposed kerb buildouts are traffic calming measures and are introduced to reduce traffic speeds and improve safety. Further traffic management measures, such as raised platforms at crossing points, will also be considered during the detailed design.</li> </ul>
73.	Kildare Archaeological Society	No submission received.	
74.	Kildare Archaeological Society	No submission received.	
75.	Health Service Executive	No submission received.	

	Name	Comment	Response.
76.	HSE National Office - Health and Wellbeing	<p>Submission received with comments:</p> <p>Introduction Cycling and Active Transport is a key intervention that Public Health supports for mobility and health. The international evidence around cycling and active transport is supportive of cycling as a health intervention to promote:</p> <ul style="list-style-type: none"> <li>• Physical activity and health</li> <li>• Heart and lung health</li> <li>• Mental health</li> </ul> <p>There are a diverse range of social and community health effects also, such as:</p> <ul style="list-style-type: none"> <li>• Reduced air and noise pollution both through mode switching, and through decreasing congestion</li> <li>• Accessibility of transport for a diverse population</li> <li>• Increased social cohesion and interaction</li> <li>• Accessibility to businesses and commercial enterprises</li> <li>• Decreased road danger for both cyclists and motorists</li> </ul> <p>There are also significant environmental health effects from supportive cycling and active transport infrastructure, including:</p> <ul style="list-style-type: none"> <li>• Reduced air and noise pollution</li> <li>• Provision of options instead of motorised transport</li> <li>• Reduced reliance on motorised transport and the ability to move more people with less space than with private cars, reducing carbon emissions and effect on global climate</li> </ul>	

	Name	Comment	Response.
		<p>Active transport and cycling are government-support interventions in Ireland, and public policies reflect the overwhelming health benefits of active transport and cycling infrastructure. Relevant national policies that support such infrastructure include:</p> <ul style="list-style-type: none"> <li>• Project Ireland 2040</li> <li>• Healthy Ireland</li> <li>• Physical Activity Guidelines</li> <li>• The National Development Plan</li> <li>• The Climate Action Plan</li> <li>• The National Transport Authority Integrated Implementation Plan</li> </ul> <p>Local and regional plans and policies complement these national policies in support for active transport infrastructure.</p> <p>Given the public health evidence of the overwhelming health benefits of active transport infrastructure, including positive effects on population health and environmental health, the Department of Public Health would be very supportive of interventions to increase provision and utility of such infrastructure.</p> <p>The authors have reviewed this consultation using a standard approach to consultations developed by the Department based on multiple health and environment-related assessments. While the above provides the evidence base for our public health opinions on plans, the below are points relevant to the specific assessment for this consultation.</p> <p>Specific points for this development:</p> <ul style="list-style-type: none"> <li>• The development looks to build a pedestrian bridge for walking and cycling over the River Liffey in</li> </ul>	

	Name	Comment	Response.
		<p>Celbridge, with the stated aims of:</p> <ul style="list-style-type: none"> <li>- Easing of traffic congestion</li> <li>- Improvement of connection and economy within the community</li> <li>- Improvement of public transport function</li> <li>- Safety of non-motorised road users</li> <li>- Promotion of physical activity</li> </ul> <ul style="list-style-type: none"> <li>• We would anticipate that overall, the public health effects of this development would be very positive in the operational phase, though there are some risks posed by the construction phase of the project.</li> <li>• During the construction phase, there may be an increase in air pollution and carbon emissions, increase in traffic congestion, increase in noise pollution and potential for incidents of public health significance, including water and soil contamination. There will be clearing of some small areas of greenery.</li> <li>• During the operational phase, there is expected to be easier pedestrian access across the bridge, and through Celbridge, a safer pedestrian zone, and more efficient traffic flow, with the secondary effect of improving public transport efficiency. It is hoped that this increased ease of pedestrian access and public transport efficiency will have the net effect of making active and public transport a more attractive option, reducing environmental and public health effects of mobility. There may be an ongoing increase in light pollution.</li> <li>• We would anticipate net positive effects in the long-term for a number of groups, including infants and children, those with disabilities, and those with</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>



	Name	Comment	Response.
		<p>chronic disease.</p> <ul style="list-style-type: none"> <li>• There is no anticipated effect on designated zones of natural significance.</li> <li>• There is no anticipated effect on disaster vulnerability.</li> </ul> <p>Specific considerations and recommendations for this development:</p> <ul style="list-style-type: none"> <li>• It is noted that the process of planning this development took multiple years, likely impacted heavily by the Covid-19 pandemic. While this is understandable, a focus on streamlining the process, and including community consultation, would help to make a quicker modality shift to active and public transport, which will be needed rapidly in the face of climate change.</li> <li>• The national government has recently made funds available for similar walking and cycling infrastructure upgrades. We would like the local authority to consider this one of many projects that could be implemented for the improvement of active travel in Celbridge and Co. Kildare, including further development of active transport infrastructure that is logical, dedicated and user-friendly, to encourage uptake in and around Celbridge town.</li> </ul> <p>Overall Public Health position:</p>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>Public Health is very supportive of this development, and similar future developments focussed on improving active and public transport infrastructure, utility, usability, experience and efficiency.</li> <li>We believe this is a very worthwhile development which will have positive impact on population health.</li> </ul> <p>We believe that the positive effects will start immediately when operational, and last lifelong.</p>	<ul style="list-style-type: none"> <li>Noted</li> <li>Noted</li> </ul>
77.	ICOMOS Ireland	No submission received.	
78.	ESB Fisheries Office	No submission received.	
79.	ESB Head Office	No submission received.	
80.	Irish Georgian Society	No submission received.	
81.	North Kildare Trout & Salmon Anglers	No submission received.	
82.	Cyclist.ie	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>The construction of the proposed bridge extension is to be welcomed, but Cyclist.ie is unhappy with a number of elements of the detailed design of the surrounds that do not facilitate safer and easier pedestrian and cyclist movement. These comments are contained in our attached submission.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>

	Name	Comment	Response.
		<p>everyone has a real choice to cycle and is encouraged to experience the joy, convenience, health and environmental benefits of cycling. We are delighted to make this short submission to Kildare County Council.</p> <p>Access to and from the new Bridge</p> <ul style="list-style-type: none"> <li>• Cyclist.ie are happy to see a project of this nature proceeding in the busy town of Celbridge, and it will undoubtedly have a positive impact. But, it is disappointing to note that, while the bridge and its construction will support the safer movement of pedestrians and cyclists at this busy location, there appears to be no design provision for cycling access to and from the proposed bridge extension from the existing surrounds. This shortcoming needs to be addressed and clarity given to cyclists approaching and exiting the proposed bridge.</li> </ul> <p>Junction Radii and Footpath Widths</p> <ul style="list-style-type: none"> <li>• We also welcome the tightening of junction radii in the vicinity of the bridge. These tightenings will help to slow vehicular traffic around the junctions. But, having hopefully achieved this slowing of general traffic, we are disappointed that the footpath on the northwestern side of the bridge has not been widened from its present width to accommodate the undoubted increased pedestrian traffic levels. This needs to be addressed, and can easily be achieved by narrowing the vehicle lanes on the main carriageway.</li> </ul> <p>Zebra Crossing Locations</p> <ul style="list-style-type: none"> <li>• Cyclist.ie recommends the relocation of both pedestrian crossings on the Main Street and English Row to facilitate more direct crossings by</li> </ul>	<ul style="list-style-type: none"> <li>• The purpose of this project is to provide a new safe crossing point for vulnerable road users. Access to the bridge will be through areas of shared surface that will connect back to the road network. It is expected that more experienced and confident cyclists will continue to use the road network to cross the bridge while less experienced cyclists will choose to use the pedestrian and cycle bridge</li> <li>• The footpath has not been widened in this area due to the very high traffic volumes turning right and left from the bridge onto Main Street, however, reduction of the traffic lanes and footpath widening may be considered as part of a future scheme when traffic volumes on the bridge have been reduced</li> </ul>

	Name	Comment	Response.
		<p>pedestrians.</p> <ul style="list-style-type: none"> <li>Relocate the zebra crossing on Main Street to the corner with the bridge, and widen the footpath towards the bridge.</li> <li>Relocate the zebra crossing on English Row to align with the existing pedestrian bridge across the Liffey, and widen the footpaths commensurately</li> </ul> <p>Speed Limit</p> <ul style="list-style-type: none"> <li>We note that the posted speed limit for the town of Celbridge still remains at 50kph. We suggest that this is an inappropriate speed limit for this town centre with its narrow and busy streets, and that the alteration of this speed limit be considered in line with the most recent advice from the Road Safety Authority. The reduction of the speed limit to the European recognised 30kph urban level, will ensure greater safety and comfort of pedestrians and cyclists in the town centre.</li> </ul>	<ul style="list-style-type: none"> <li>A review of the crossing details and locations will take place during detailed design.</li> <li>It is considered that the crossing on English Row appropriately serves the desire line for access to the bus stop on the southern side.</li> <li>A review of speed limits is outside the scope of this project.</li> </ul>
83.	Cycling Ireland	No submission received.	
84.	Clane Trout & Salmon Anglers Association	No submission received.	
85.	Dublin Trout Anglers Association	No submission received.	
86.	Dublin and District Salmon Anglers Association	No submission received.	
87.	Health & Safety Authority	No submission received.	
88.	Road Safety Authority	No submission received.	
89.	Dept. of Housing, Local	Submission received with comments:	

	Name	Comment	Response.
	Government and Heritage	<p>A chara</p> <p>I refer to correspondence on 11th May received in connection with the above.</p> <p>Outlined below are archaeological observations/recommendations co-ordinated by the Development Applications Unit.</p> <p>Archaeology</p> <p>The proposed development would involve groundworks at Recorded Monument KD011-012---- (town), which is subject to statutory protection under the terms of the National Monuments (Amendment) Act, 1994.</p> <p>This Department recommends that archaeological monitoring, as described below, should be required as a condition of planning.</p> <p>Archaeological Monitoring:</p> <ul style="list-style-type: none"> <li>• The applicant is required to employ a qualified archaeologist to monitor all groundworks associated with this development.</li> <li>• 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.</li> <li>• 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).</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Archaeological monitoring will take place during construction</li> <li>• Archaeological monitoring will take place during construction</li> <li>• Noted</li> <li>• Noted</li> </ul>

	Name	Comment	Response.
		<ul style="list-style-type: none"> <li>Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision 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, or excavation) and should facilitate the archaeologist in recording any material found.</li> <li>The Planning Authority and this Department shall be furnished with a report describing the results of the monitoring.</li> <li>You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@housing.gov.ie, where used, or to the following address:  The Manager, Development Applications Unit (DAU), Government Offices, Newtown Road, Wexford, Y35 AP90</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>Noted</li> <li>Liaison with the Department of Housing, Local Government and Heritage will take place during the project</li> </ul>
90.	Córas Iompair Éireann	No submission received.	
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.	

	<b>Name</b>	<b>Comment</b>	<b>Response.</b>
<b>96.</b>	Commission for Railway Regulations	No submission received.	
<b>97.</b>	Gáis Networks Ireland	Submission received with comments:  We have reviewed the above referenced proposal. We are pleased to advise you we have no comment to make regarding it.	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
<b>98.</b>	Commission for Energy Regulation	No submission received.	
<b>99.</b>	Industrial Development Authority Ireland	No submission received.	
<b>100.</b>	Irish Wildlife Trust	No submission received.	
<b>101.</b>	Tree Council of Ireland	No submission received.	
<b>102.</b>	Eir Group HQ	No submission received.	
<b>103.</b>	Salmon Leap Club	No submission received.	
<b>104.</b>	Dept. of Agriculture, Food and the Marine	No submission received.	
<b>105.</b>	Dept. of Education	No submission received.	
<b>106.</b>	Depart. of Children, Equality, Disability, Integration and Youth	No submission received.	
<b>107.</b>	Dept. of Enterprise, Trade and Employment	No submission received.	
<b>108.</b>	Dept. of Environment, Climate and Communications	No submission received.	
<b>109.</b>	Dept. of Further and Higher Education, Research, Innovation and Science	No submission received.	
<b>110.</b>	Dept. of Rural and	No submission received.	

	<b>Name</b>	<b>Comment</b>	<b>Response.</b>
	Community Development		
<b>111.</b>	Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media	No submission received.	
<b>112.</b>	Department of Transport	No submission received.	
<b>113.</b>	Irish Rail	No submission received.	
<b>114.</b>	The Abbey Lodge	No submission received.	
<b>115.</b>	Dara Community Living	No submission received.	



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

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

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

No.	Name	Comment	Response.
<b>3<sup>rd</sup> Party</b>			
1.	Fergal Reidy	<p>Submission received with comments:</p> <p>love the new proposed bridge from bank of ireland to abbey lodge pub.....love the width of the new bridge and think the views will be super, if all branches, brambles, weeds and grass are removed. from both sides of existing river banks. plus open up closed eye close to existing footbridge which is blocked for last 20 years..... simple grass and weeds and silt blocking water going under eye and same blocking exit which will be under new proposed bridge. new storm drains coming out close to blocked eye, and some smells come from that area in dry weather and on hot days.....simple to do short term freeing up job, now, and real job when new bridge is under construction.....maybe clear both river banks upstream towards abbey hall, when bridge is being built???.....all visible from existing footbridge.....nice new board walk from existing footbridge to abbey hall would look well and enhance river views and be an amenity to all residents on ardclough road.....have serious reservations about bull nose footpaths on three location, main st outside bank of ireland.....english row outside bridge house, and where ardclough road meets real old narrow bridge.....where the cars crash through.....3 accidents in last 20 years..... if these pavements butts go in, flows around this congested bridge will get worse than presently exist.....removing slip lanes, at this time in this bridges history would be a scandal and would only make the old narrow bridge, a bigger blockage than it is presently..... maybe when celbridge and kcc design, plan ,and</p>	<ul style="list-style-type: none"> <li>• It is proposed to carry out maintenance of existing bridge. Overgrowth on either bank will be removed to allow for construction of the abutments</li> <li>• It is not proposed to clear any of the existing silt from the riverbed as part of this project</li> <li>• River banks outside the scope of this project will not be disturbed due to ecological sensitivities</li> <li>• The existing footbridge is outside the scope of this project</li> <li>• The footpath build out at Main Street will be assessed during detailed design to potentially have it relocated to allow for the left-turning lane onto the bridge to be maintained.</li> <li>• Build outs of footpaths at English Row and outside the Abbey Lodge will improve the safety of vulnerable road users</li> </ul>

No.	Name	Comment	Response.
		<p>build several new bridges , over the liffey, then and only then should these bull nose, add ons be contemplated.....if they go in as shown on the plans, there will be uproar as buses and cars get help up ,worse than we have experienced, in the last 20 to 30 years.....these bull noses must go on the long finger until we reduce main st traffic by 70 per cent or more..... aghards road junction, where it meets the maynooth road is an existing sore spot/black spot where a slip road to maynooth was removed.....it is a disaster every day, and traffic has got worse at this point, since some genius removed the slip way turn to maynooth.....from aghards road.....this junction is going to get worse when the 1000 units on the maynooth road and the 500 units on the shackelton road are all up and running.....??? the proposed emerging road and bridge fom the abbey farm to train station will do nothing to help traffic on the shackelton rd and aghards road and maynooth road.....different problem?? but kcc with this plan, are only going to cause more problems at the narrow, not fit for purpose old liffey bridge.....?? so please skip the bull nose , jut outs for now until celbridge traffic calms down.....how this is going to happen with 3000 or more new units is a mystery to me.....and a possible extra 10, 000 new vehicles every day on top of the chaos we have presently.....problem only exists for 20 years or more.....time for more liffey bridges.....trim has four bridges and a population of 10,000.....&gt;&gt;&gt; saY NO MORE.....LOVE THE PROPOSED NEW BRIDGE fom bank of ireland to abbey lodge pub.....hate the bull nose idea.....scrap it now..... until we get real improvements in celbridge traffic flows.....good luck , build new footbridge asap.....thank you.....</p>	
2.	Fergal Reidy	<p>Submission received with comments:  love the new bridge, love the width, love the glass views towards castletown, long time promised, hope it</p>	<ul style="list-style-type: none"> <li>• The footpath build out at Main Street will be assessed during detailed design with a view to relocating it to allow for the left-turning lane onto the bridge to be maintained.</li> </ul>

No.	Name	Comment	Response.
		<p>comes asap.....but but hate the bull nose/jut outs at three locations, outside bank of ireland main st.....will cause blue murder and massive delays with traffic coming from maynooth rd, and crossing old narrow bridge.....slip lane to lucan being removed from what i can see.....wrong wrong wrong..... hold this aspect of plan until celbridg chaos gets sorted with ring road and extra bridges.....same on ardclough road.....handy wee slip lane on inside, close to bridge wall.....leave as is.....for now.....same outside bridge house, do not take away filter lane for persons heading to clane road.....will cause massive tail back on narrow bridge.....these badly thought out plans look well on paper in reality will be a disaster for traffic on old bridge.....new pedestrian crossing close to post office and aib.....good.....but make it signal junction like one at catholic church.....press button, wait 30 secs and ove ryou go.....all our crossings should be of this variety in celbridge.....the ones on lucan rd, ardclough rd and hatch rd, all dangerous.....in wrong locations and all be be signal variety.....would love to see walk way from present footbridge all the way up ardclough road , at least as far as abb11.05.22</p> <p>Irelandey hall.....?? any chance.....thank you</p>	<ul style="list-style-type: none"> <li>• The proposed kerb buildouts will help to ensure that theses streets remain low speed during periods where traffic flows are low</li> <li>• Zebra crossings are considered appropriate for use in Celbridge as they give pedestrian priority while minimising the impact on vehicle flow and formalise the crossing locations within this low speed environment.</li> </ul>
3.	Stephen Fitzpatrick	<p>Submission received with comments:</p> <p>Hi</p> <p>I am a keen cyclist and also a father of 4 young children. The proposed bridge is an excellent solution for pedestrians and also allows for the widening of the existing bridge by removing the existing path, making the road safe to travel also.</p> <p>However, for cyclists, it will be safer to leave cyclists on the road</p>	<ul style="list-style-type: none"> <li>• Cyclists can continue to use the road and are</li> </ul>

No.	Name	Comment	Response.
		<p>and not to mix them in with the pedestrian's walkway. Allowing cyclists (and by extension electric scooters as they are permitted to use cycleways) on this bridge will be a hazard to pedestrians.</p> <p>It would also be very confusing for cyclists when crossing the bridge using the new proposed walkway and when they get to the corner of the old Bank of Ireland they won't be able to access back onto the road easily. They will need to cross a lot of traffic.</p> <p>Traffic moves very slowly on this bridge and is therefore generally not too dangerous to cyclists using the road at this point. I am only aware of pedestrians ever getting hurt trying to cross at the crossing which will be more dangerous with Cyclists trying to cross.</p> <p>It would be safer for all to leave this new walkway as pedestrians only.</p>	<p>not obliged to use the new bridge. Cyclists are permitted to share the bridge with pedestrians in order to facilitate the use of bridge by less experienced cyclists and children.</p> <ul style="list-style-type: none"> <li>• Cyclists will be on a shared surface as they enter Main Street and can cross the road at a crossing point on Main Street. The new crossing point at the end of Main Street included in this proposal would aid cyclists in this respect.</li> <li>• The new bridge is for all vulnerable road users, including cyclists.</li> </ul>
4.	Brian McArdle	<p>Submission received with comments:</p> <p>Firstly, it is great to see dedicated active travel infrastructure being built in the Celbridge-Leixlip MD.</p> <p>I particularly like the new zebra crossing on Main Street.</p> <p>The zebra crossings appear to be level with the road, rather than level with the path. There is an opportunity here to put all the crossings on raised tables, in accordance with DMURS. This would improve accessibility for pedestrians, particularly those with disabilities and those with buggies, prams or pushcarts for shopping.</p> <p>It would also slow down drivers, creating a safer and more pleasant environment for everyone. This could be what is needed to stop drivers hitting the south parapet of the existing bridge - all approaches will have raised tables acting as speed bumps.</p>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• A review of proposed crossing details will be carried out during detailed design</li> <li>• The footpath will be built out at the Abbey Lodge resulting in the roadway narrowing for vehicles. This will result in slowing the traffic.</li> </ul>

No.	Name	Comment	Response.
		<p>There is no indication of how this bridge integrates with any existing or future cycling infrastructure. As it is, it will only encourage people to cycle on the footpath, creating conflict and division between pedestrians and cyclists.</p> <p>At either end are blind corners with pinch points. What measures will be taken here to avoid collisions between cyclists, or between cyclists and pedestrians? At the Main Street end, it appears that the shared surface footpath could be built out further to help alleviate the pinch point, as the corner is very blind.</p>	<ul style="list-style-type: none"> <li>• This project will provide a new safe crossing point for vulnerable road users. There is currently no cycle infrastructure planned for in the immediate vicinity</li> <li>• Cyclists will be aware that they are on a shared surface and should take appropriate safety measures at this location. The feasibility of removing the electricity pole at this location will be assessed during detailed design. This would improve the pinch point at this location.</li> </ul>
5.	Jason Walsh - Trasky Ltd	<p>Submission received with comments:</p> <p>1. <u>Introduction</u></p> <p>1.1 Context for the Part 8 Submission This document is a Part 8 Submission for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Planning Reference: P82022.07.</p> <p>The submission is based on the consultation material provided for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre on the Kildare Consultation web portal (<a href="https://consult.kildarecoco.ie/">https://consult.kildarecoco.ie/</a>).</p> <p>This document has been generated by Trasky Limited, a transport and road safety consultancy based in Celbridge. The principal engineer of Trasky Ltd., Jason Walsh, is a resident of Celbridge and is very aware of the operational and safety issues of the existing bridge.</p> <p>1.2 Trasky Limited Support for Proposed Pedestrian/Cycle Bridge</p> <p>Trasky Limited would like to fully support the provision of the Pedestrian/Cycle Bridge and the associated improvements proposed by the scheme.</p>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>The Pedestrian/Cycle Bridge is a key piece of infrastructure to improve facilities for active travel and road safety at a high conflict location between active travel road users and vehicles at the Celbridge bridge.</p> <p>This scheme is a step in the right direction for Celbridge as a town and will assist with promotion of active travel and increase in active travel mode share for the town. The following section provides commentary on key elements of the proposed scheme that are essential to be retained and issues to be resolved as the scheme design progresses.</p> <p>2. <u>Proposed Pedestrian/Cycle Bridge Commentary</u></p> <p>The commentary provided below is based on the professional experience of Trasky Ltd. with respect to the design and road safety auditing of similar schemes throughout Ireland.</p> <p>2.1 Key Elements to be Retained</p> <p>2.1.1 Pedestrian/Cyclist Bridge It is welcomed that the proposed bridge provides a 4m wide path to provide sufficient width for both pedestrians and cyclists. The current bridge provides only for on-road cycling with cyclists mixing with traffic in a constrained location which is off-putting for all except for the experienced cyclists. The proposal to have a wide shared path over the bridge gives nervous and younger cyclists a safe location to cross the bridge and it is essential that this 4m wide path is retained as part of the scheme.</p> <p>2.1.2 Main Street Pedestrian Crossing Currently pedestrians cross the road at this location in an</p>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>unsafe manner between gaps in traffic to access the footpath on the bridge and the close by Post Office. The current controlled pedestrian crossing on main street is too far off the desire line for pedestrians to access these locations.</p> <p>The proposal to add a new controlled pedestrian crossing at the southern end of Main Street is welcomed as it facilitates a key desire line for pedestrians to cross at this location. While the crossing will involve the removal of the current short left turning lane this is seen as having a negligible impact on traffic movements at this junction due to the low volume of straight-ahead traffic at peak times with the majority of traffic turning left over the bridge. The benefits of providing a safe crossing at this pedestrian desire line far outweigh any negligible impact on traffic movements at this junction and it is essential that this element is retained as part of the scheme. To prepare drivers for this change during the upcoming summer months the current left turning lane should be close to traffic.</p> <p>2.1.3 Kerb Build-out at Abbey Lodge This location is a well know conflict location between eastbound vehicles driving over the bridge onto the Dublin Road and pedestrians using the crossing, collisions have occurred at this location and numerous near misses have been report locally.</p> <p>The proposal to provide a kerb buildout at this location is welcomed as it will slow vehicles speeds by reducing the radius at the bend and narrowing the lane width. It also provides improved visibility for the eastbound drivers driving over the bridge of the entire pedestrian crossing to be able to stop safely to allow pedestrians to cross. The safety improvements of this kerb buildout will assist in</p>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>reducing conflicts at this location and for road safety reasons alone it is essential that this element is retained as part of the scheme</p> <p>2.2 <u>Issues to be Resolved as Design Progresses.</u></p> <p>2.2.1 <b>Kerb Build-out at Bridge House.</b> The proposed radius reduction at the corner of Bridge House may be too small and lead to larger vehicle (bus) to cross into the opposing lane leading to side swipe vehicle collisions. Vehicle tracking of the bend should be carried out for a large vehicle and the kerb line amended or the centreline relocated as deemed appropriate.</p> <p>2.2.2 <b>Right Turning Bay Layout</b> The right turning bay layout generates a pinch point on the west bound lane over the bridge, this could lead to vehicles clipping the parapet wall or another vehicle waiting to turn right onto Main Street.  As the design progresses the layout of the right turning bay should be amended to ensure consistent lane width is provided on both the eastbound and westbound lane of the bridge.</p> <p>2.2.3 <b>Carriageway Width on Approach to Bridge</b> Proposing to maintain a 7.5m carriageway width on the approach to the bridge results in the reduction of the existing footpath at the corner of Dublin Road and Hazelhatch Road.  This will lead a constrained environment for pedestrians at the crossing particularly when groups of people disembark the bus at the nearby bus stop with pedestrians having to</p>	<ul style="list-style-type: none"> <li>• Vehicle tracking has been carried out as part of the design process, however, this will be revisited to ensure removal of physical conflicts.</li>   <li>• The right turn lane has been formalised as part of the preliminary design, however, lane widths will be revisited to ensure conflicts are not introduced.</li>   <li>• Footpath and carriageway widths approaching the bridge will be reviewed during the detailed design.</li> </ul>



No.	Name	Comment	Response.
		<p>step onto the road to get by pedestrians waiting to cross. Proposing to maintain a 7.5m carriageway will also promotes high southbound vehicles speeds on the Dublin Road towards the crossing and the bridge leading to conflicts with pedestrians and vehicles.</p> <p>As the design progresses consideration should be given to reducing the carriageway width on the Dublin Road to be in line with DMURS (Design manual for Urban Roads and Streets) carriageway width proposals for an urban link street of 6 to 6.5m.</p> <p>Adopting a reduced carraway width will have the benefit of reducing vehicles speeds and will provide space to the widen the footpath on the eastern side of Dublin Road and at the corner of corner of Dublin Road and Hazelhatch Road leading to a safer and more comfortable pedestrian environment.</p> <p>2.2.4 Construction Traffic Management</p> <p>The Part 8 report notes that construction traffic management will be likely to include shuttle systems while the works are on site.</p> <p>Celbridge bridge is the main crossing of the River Liffey for Celbridge and a lane blockage on the bridge during peak times results in a large impact on traffic in the town resulting the generation of slow-moving traffic and long tails backs on approach to the bridge and through the town often lasting a number of hours.</p> <p>No lane closures on the bridge and commencement of shuttle systems should occur within the AM and PM peak traffic times, i.e. before 10am or after 3pm.</p> <p>As the location is largely surrounded by commercial</p>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>businesses consideration should be given to carrying out some works at night to reduce need for lane closures on the bridge</p> <p>3. <u>Conclusion</u></p> <p>In conclusion Trasky Limited would like to again confirm that it fully supports the provision of the scheme and looks forward to the timely delivery of the scheme.</p> <p>The issues to be resolved noted in the previous section can be easily resolved as the design progresses and will lead to the provision of a safe and attractive scheme.</p>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
6.	Celbridge Community Council	<p><b>Introduction</b></p> <ul style="list-style-type: none"> <li>• Celbridge Community Council was established as a voluntary community group in 1975 and has for over forty years been actively involved in many aspects of community life in Celbridge. Our goal is to promote and improve community life and to influence in a positive way the physical development of the area for the benefit of all those who live and work there. As a voluntary group and representative voice for the community, Celbridge Community Council welcomes this opportunity to make a Part 8 Submission regarding the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Planning Reference: P82022.07.</li> <li>• Celbridge Community Council fully supports the provision of the Pedestrian/Cycle Bridge as an essential piece of infrastructure for the promotion of active travel, for the protection of pedestrians and cyclists and the addition of public space with scenic views onto the River Liffey for the enjoyment of visitors to and residents of Celbridge.</li> <li>• This infrastructure is long overdue at a high-conflict location as the existing pedestrian bridge is poorly located relative to the desire paths for pedestrians and cyclists, it is too narrow and it suffers from accessibility issues. The proposed Pedestrian/Cycle Bridge will be an increasingly important</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>connection between both sides of the River Liffey as the education campus and housing is constructed in the Ballyoulster KDA.</p> <ul style="list-style-type: none"> <li>• Celbridge Community Council wishes to comment on some aspects of the proposal.</li> </ul> <p><b>Bridge Design</b></p> <ul style="list-style-type: none"> <li>• Celbridge Community Council supports the proposed design. Compared to the other options considered (as outlined in the Bridge Report), the minimal and unobtrusive design being progressed appears to be the most tasteful.</li> <li>• The detailed design of the bridge should consider the option of providing a boardwalk along the banks of the Liffey beside the Abbey Lodge to provide access to the Kildare County Council owned lands along the banks of the river in Donaghcumper.</li> </ul> <p>The adjacent image is from proposed <b>Project 3 - Enhance &amp; Develop Green Infrastructure</b> in the FINAL Proposed Projects document from the Celbridge Town Renewal public consultation.</p> <p><b>Pole on Footpath at former Bank of Ireland</b></p> <ul style="list-style-type: none"> <li>• In tandem with the proposed works, consideration should be given to the removal of the pole on the footpath at the former Bank of Ireland and undergrounding of the cables to continue the work that was completed on the rest of Main St up to Castletown Gates a few years ago.</li> <li>• Not only would removal of the pole enhance the public realm at this location; it would be particularly advantageous for those with disabilities. In light of the fact that Dara Community Living plans to open a community hub and office space in the former Bank of Ireland in the coming months, the enhanced accessibility from removal of this pole would be especially important.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• This is outside the scope of this project</li> <li>• The feasibility of removing this pole will be assessed during Detailed Design</li> </ul>

No.	Name	Comment	Response.
		<p><b>Overgrowth at Bridge / Flooding Risk</b></p> <ul style="list-style-type: none"> <li>• There are small trees growing beside the river at the bridge in Celbridge. These have grown to the point where they could restrict the flow of water flowing through some of the arches of the bridge. This could exacerbate flooding risk, were the water level in the Liffey to rise following a prolonged period of rainfall. The photos below show the trees and vegetation in question.</li> <li>• The situation has worsened since the above images were taken in 2020. The particular trees noted here would need to be removed in order to construct the proposed pedestrian / cycle bridge.</li> <li>• Given the extent of collaboration that will be required with riparian landowners and Inland Fisheries Ireland in order to progress the construction of the pedestrian / cycle bridge, the opportunity should be taken to help alleviate flooding risk and to maximise the enjoyment of the river views from the proposed new bridge through the removal of all trees and vegetation that might result in a restriction to the flow of water through the bridge (both upstream and downstream of the bridge) and to generally tidy up the river in this area.</li> </ul> <p><b>Conclusion</b></p> <ul style="list-style-type: none"> <li>• Celbridge Community Council is excited by and fully supports the proposed Pedestrian / Cycle bridge and looks forward to timely progression of this project. Incorporation of measures into the detailed design and project planning to address the matters raised in this submission would ensure the best outcome for all in terms of safety, public realm, and recreation.</li> </ul>	<ul style="list-style-type: none"> <li>• It is proposed to remove vegetation on either bank of the river to facilitate the construction of the new bridge abutments</li> <li>• Removal of some trees growing at the river edge will be required in order to allow construction of the bridge</li> <li>• It is not proposed to disturb the river banks beyond what is required for the bridge construction.</li> <li>• Noted</li> </ul>
7.	Catherine Cotter Price	<p>Currently as you come down the main street - from Castletown towards the bridge - there are two lanes at the bridge junction; one to turn left over the bridge and one to continue straight through the junction (towards the Mill). Often to get straight through the junction takes some time, as it has the least right-of-way. If the footpath is widened outside of the Bank of Ireland building, will we not lose the</p>	<ul style="list-style-type: none"> <li>• A review of the crossing location on Main Street will be completed during detailed design with the aim of maintaining both traffic lanes leaving Main Street.</li> </ul>

No.	Name	Comment	Response.
		left turn lane; and force all traffic into one lane? If so, this would be pretty disastrous... And cause massive delays.	
8.	Thelma Stronge	<p>I wish to express my support for the proposed Pedestrian/ Cycle Bridge as badly needed infrastructure for Celbridge.</p> <p>I like the design and in addition to the impact it will have for connectivity for pedestrians and cyclists, I feel that it will constitute a notable public realm/ recreational space enhancement</p> <p>While wholeheartedly welcoming the proposed pedestrian/ cycle bridge, I would like to see Kildare County Council also progress another pedestrian/ cycle bridge closer to the gates of Castletown House for access to the future park in Donaghcumper and, with time, onward connectivity to Dublin Road to cater for desire lines to the Education Campus, etc.</p> <p>It is essential that as many school children as possible walk or cycle to school but, unless cycling and walking to the Education Campus is safe and efficient, the dependence on cars for these journeys will persist.</p> <p>I agree with the following proposed measures</p> <p>Reduction from two to one lanes on Main Street for traffic approaching the bridge / English Row and Build-out of the footpath outside the former Bank of Ireland to make more space for pedestrians.</p> <p>I would ask that the build-out consider cyclist movements with perhaps a cycle lane on the Main St on the approach to the bridge as cycling on the Main St can be daunting.</p> <p>Others in Celbridge hold concerns that these measures will result in traffic backing up on Main St but I do not believe that the volume of cars going straight ahead from Main St to English Row is sufficiently high to cause a major issue. Some effort to communicate this message may be a useful exercise.</p>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• Noted</li> <li>• This proposal is beyond the scope of this project</li> <li>• Noted</li> <li>• This proposal is beyond the scope of this project</li> <li>• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>Traffic management measures should probably be considered but this shouldn't detract from progressing with the proposed infrastructure project which will be hugely important for Celbridge.</p> <p>The key goals need to be to make pedestrian/ cyclist movements in this area safe and to incorporate placemaking initiatives so Celbridge town centre becomes a pleasant space for people to spend time.</p> <p>If the car-dominated use of the Main Street continues at its current level, it will be difficult to make meaningful progress with placemaking. What is most needed is behaviour change from drivers.</p> <p>Residents from the north east of Celbridge:</p> <ul style="list-style-type: none"> <li>- Have an alternative route for heading towards Dublin as they have easy access to the motorway.</li> <li>- Can approach the bridge via Shackleton Road and Church Road if delays on Celbridge Main St prove too much of an issue.</li> <li>- Additionally, the existing L59 and planned W6 Maynooth-Tallaght bus routes will increase the options for travel across the bridge.</li> </ul> <p>I probably don't need to say this but please do the right thing here in terms of best-practice for sustainable transport movements and don't be swayed by complaints from those with driver-centric perspectives!</p>	
9.	James Kelly	<p>As a resident of Celbridge, I fully support the proposal for the pedestrian bridge as this will provide a much safer option for vulnerable road users crossing the bridge. My only concern is that significant numbers of pedestrians cross the R403 from the previous Bank of Ireland side towards the existing footbridge. In my opinion this unsafe crossing will continue due to its directness. I have attached a sketch of this location and think an uncontrolled crossing of some sort should be considered further. It would also act as a</p>	<ul style="list-style-type: none"> <li>• A crossing at this location is not being proposed as part of this project</li> </ul>

No.	Name	Comment	Response.
		traffic calming measure.	
10.	Francis Mullany	<p>I support the concept of the pedestrian/cyclist bridge alongside the existing vehicular bridge:</p> <p>It improves connectivity from the south-east side of Celbridge to the north-west side. This connectivity is vitally important for pedestrian and cyclist access to the proposed educational campus planned for a site in the Donaghcumper area.</p> <p>Expansion of residential estates on the south-east side will increase the need for connectivity to resources on the other side of the river. The proposal improves cyclist accessibility to Hazelhatch train station from the north-west side of Celbridge.</p> <p>The existing pedestrian bridge from English Row to Newton Road is not fit for purpose – it is too narrow and badly positioned for cyclists. The aesthetics of the design seem to me to be minimal and unobtrusive – a positive point, given the historical architectural heritage along the river: Castletown, the bridge itself, the Mill, and the Rock bridge further downstream.</p> <p>Care will be needed to accommodate the main movement desire lines for both pedestrians and cyclists, while not significantly increasing vehicular traffic congestion.</p> <p>The restriction of vehicular traffic to two lanes (one in each direction) at the end of Main Street closest to the bridge is needed. This enables an extra pedestrian crossing point at that junction, linking the south-west side of Main Street to the other side of the road. The existing pedestrian crossings points on Main Street are too far up Main Street. However, that restriction will cause issues with vehicular traffic. The proposal clearly shows both movements from Main Street sharing the one lane: (a) from Main Street on to the bridge and (b) from Main</p>	<ul style="list-style-type: none"> <li data-bbox="1435 357 1541 379">• Noted</li>   <li data-bbox="1435 788 1541 810">• Noted</li>   <li data-bbox="1435 1007 1541 1029">• Noted</li>   <li data-bbox="1435 1129 1541 1152">• Noted</li>   <li data-bbox="1435 1316 1541 1339">• Noted</li> </ul>

No.	Name	Comment	Response.
		<p>Street to English Row. Movement (b) is a difficult one for drivers to navigate since there are three other movements with priority over (b), i.e. from the bridge to both Main Street and English Row and from English Row to the bridge. Traffic for this movement is often held up for long periods of time. Currently the impact of traffic coming from Main Street is minimised by the existent of two lanes, one of which accommodates the queue for (b). Forcing that queue to co-exist with traffic turning left on to the bridge will increase congestion on Main Street.</p> <p><b>Proposal:</b> Eliminate the queue blocking by banning the movement (b) from Main Street onto English Row. Traffic count surveys show that the level of traffic attempting (b) is relatively low anyway.</p> <p>Proposal: The detailed design should accommodate cyclists coming from English Row wishing to turn right to cross the river. Some form of dipped pavement will be needed on the corner between Main Street and the existing bridge, to allow such cyclists to quickly and safely mount the pavement to gain access to the Main Street side of the bridge.</p> <p><b>Proposal:</b> The Dublin Road end of the design should accommodate the possible construction of a future riverbank boardwalk access to a new public park next to the Liffey River, just beyond the Abbey Lodge. Such a park is under discussion for the parts of the Donaghcumper Estate next to the river and owned by Kildare County Council.</p>	<ul style="list-style-type: none"> <li>• This proposal is beyond the scope of the project</li>   <li>• This proposal is beyond the scope of the project</li> </ul>

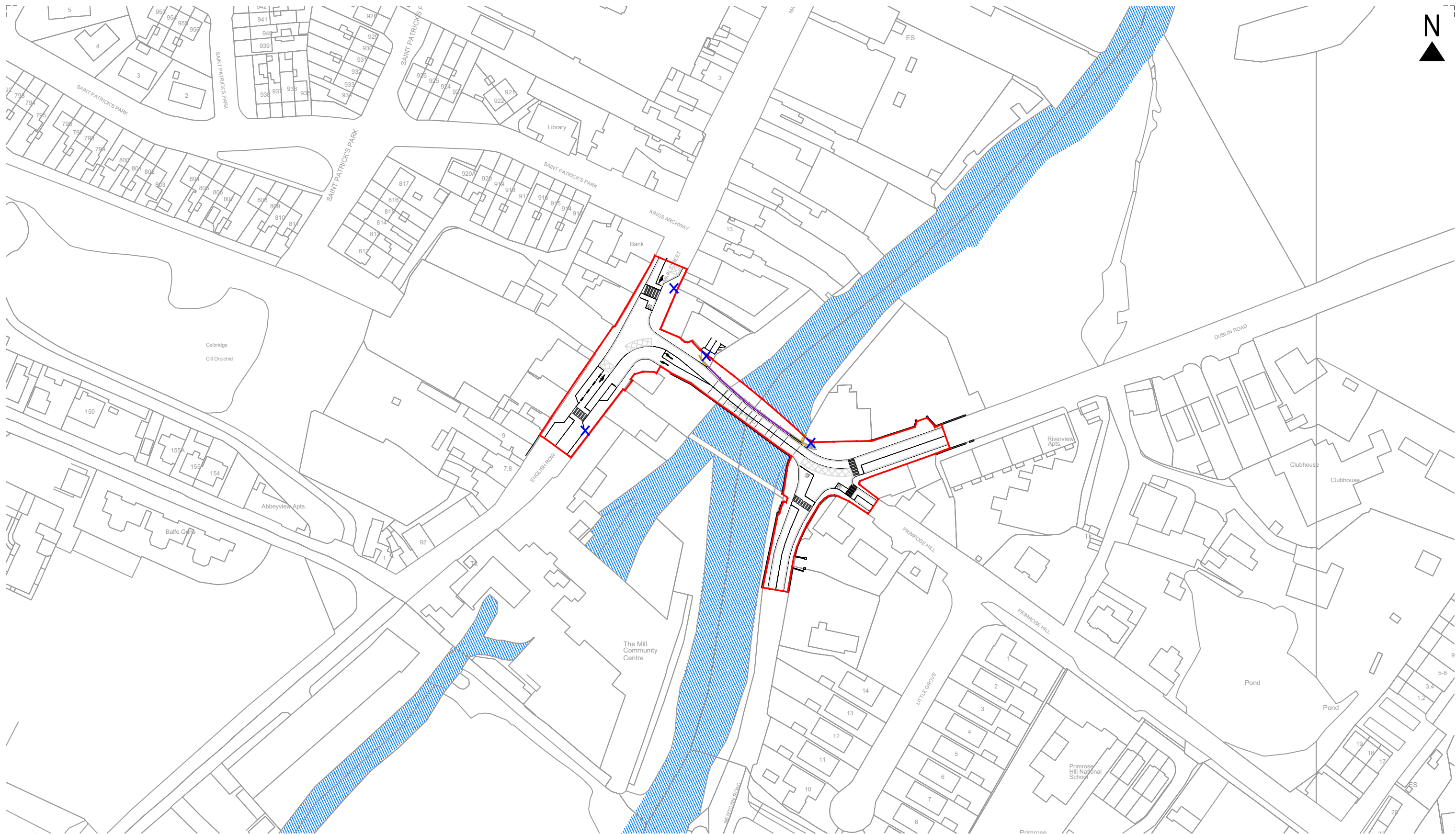


### **3. CONCLUSION**

Having reviewed the submissions made from those listed in Table 2 and Table 3 and with respect to the points raised and the associated responses from the submissions, it is concluded that the proposed development would be in accordance with the provisions of the Kildare County Development Plan (2017-2023) and would therefore be in accordance with the proper planning and sustainable development of the area.

## **APPENDIX A**

### **SITE LOCATION DRAWING**



1. Site Location Plan  
1:1500

- Legend:**
-  Site Boundary
  -  Site Notice Location

**dhbarchitects**

St. Catherine's Hall  
Catherine Street  
Waterford City  
X91 RX99, Ireland.  
  
+353 (0)51 858121  
info@dhbarchitects.ie  
www.dhbarchitects.ie



Project: <b>Celbridge Pedestrian Bridge</b>		Stage: <b>Part 8</b>	
Client: <b>Kildare City Council</b>		Project No.: <b>19-08-CEL</b>	Date: <b>03/05/2022</b>
Drawing Title: <b>Site Location Map</b>		Drawing No.: <b>CEL-DHB-GEN-XX-DR-A</b>	
Scale (A3): <b>1:1500</b>	Drawn by: <b>dhb</b>	Approved by: <b>dhb</b>	Reference No.: <b>2000</b>
			Revision: <b>A</b>

## **APPENDIX B CIRCULATION LIST**



# Comhairle Contae Chill Dara Kildare County Council

## **Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre**

### **Planning Ref. P82022.07**

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

#### **Elected members:**

Members of Celbridge-Leixlip Municipal District

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

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Vincent P. Martin TD

#### **Kildare County Council**

##### **Planning Department**

Eoghan Ryan – DOS

Mairead Hunt – SEO

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

Emer Ui Fhatharta – Senior Planner

Caroline O’Donnell – A/Senior Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer

##### **Housing Department**

Annette Aspell - DOS

David Creighton – A/Senior Architect

Alan Dunney – Senior Executive Officer

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

Evelyn Wright, Director of Services

David Reel, A/SE

John McGowan, SE

Stephen Deegan, SE

Dónal Hodgins, SE

Ronan Linnane – Celbridge-Leixlip Municipal District Roads Engineer

Cyril Buggie Clane-Maynooth Municipal District Roads Engineer

Kevin Dunne, SEE

George Willoughby, SEE

Pamela Pender, A/SEO

John O'Neill, SEE

Jonathan Walsh, Traffic Management

Declan Keogh, Roads Safety Officer

**National Roads Office**

Marie Whelan SE

**Climate Action**

Breda Maher, Regional Executive CARO

**Environment Department**

Colm Flynn, SEE

Chris Galvin, SE

Ken Kavanagh, SEO

**Water Services Department**

Joe Boland, Director of Services

Ibrahim Bargouthi F, SE

**Fire Services**

Celina Barrett, Chief Fire Officer

**Health & Safety**

Michael Hurley, Health and Safety Officer

**Economic, Community and Cultural Development**

Marian Higgins, A/Director of Services

Paula O'Brien, SEO

Christine O'Grady, SEO

Simon Wallace, Senior Executive Parks Superintendent

## **IT Department**

Rory Hopkins, Head of Information Systems

## **Prescribed Bodies & Third Parties**

EirGrid

Celbridge Tidy Towns

National Monuments Service (Part of DCHG)

Eastern and Midland Regional Assembly

Office of Public Works

National Museum of Ireland

The Heritage Council

An Taisce

An Bord Pleanála

Failte 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)

Celbridge Tourism & Heritage Forum

Chamber of Commerce

Kildare Archaeological Society

Kildare Archaeological Society

Health Service Executive

HSE National Office - Health and Wellbeing

ICOMOS Ireland

ESB Fisheries Office

ESB Head Office

Irish Georgian Society

North Kildare Trout & Salmon Anglers Association

Cyclist.ie

Cycling Ireland

Clane Trout & Salmon Anglers Association

Dublin Trout Anglers Association

Dublin and District Salmon Anglers Association

Health & Safety Authority

Road Safety Authority

Dept. of Housing, Local Government and Heritage

Córas Iompair Éireann

Chief Fire Officer

Minister for Transport, Tourism and Sport

National Tourism Development Authority

Dept. of Jobs, Enterprise & Innovation

An Garda Síochána

Commission for Railway Regulations

Gáis Networks Ireland

Commission for Energy Regulation



Industrial Development Authority Ireland

Irish Wildlife Trust

Tree Council of Ireland

Eir Group HQ

Salmon Leap Club

Dept. of Agriculture, Food and the Marine

Dept. of Education

Depart. of Children, Equality, Disability, Integration and Youth

Dept. of Enterprise, Trade and Employment

Dept. of Environment, Climate and Communications

Dept. of Further and Higher Education, Research, Innovation and Science

Dept. of Housing, Local Government and Heritage

Dept. of Rural and Community Development

Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media

Department of Transport

Irish Rail

The Abbey Lodge

Dara Community Living

## **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

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

Dónal Hodgins

Email:

Contact N

3. SITE LOCATION:

Colbridge town centre

4. LEGAL INTEREST IN LAND/STRUCTURE:

Landowner

5. SITE AREA (IN HECTARES):

0.4135 Ha

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

Proposed new pedestrian & Cycle bridge across River Liffey in Colbridge Town Centre with buildout of footpaths either side of the proposed new bridge.

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

Bridge approximately 200 m<sup>2</sup>

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

n/a

9. PRE-PART 8 CONSULTATION

DETAILS INCLUDING TIMES, DATES, PERSONS INVOLVED)

23/5/22 - 14:30 Planning, Public Realm (Attendance list attached)

23/3/22 - 16:00 Transportation, Parks, Housing, Environment (Attendance list attached)

10. PUBLIC DISPLAY PERIOD:

INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

10<sup>th</sup> May 2022 → 08<sup>th</sup> June 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

05.05.2022

## 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 30 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 33 of the Planning and Development Regulations 2001 (as amended).
- (e) The site notice and newspaper notices are in accordance with Article 31 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 32 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.

## **APPENDIX D**

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

# **Part 8 - Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07**

## **Department and Statutory Body Responses**

### **List of responses received from Departments & Statutory Bodies**

<b>Consultation Portal Ref. No.</b>	<b>Name</b>	<b>Attachment</b>
KCC-C80-2	Gas Networks Ireland	Yes
KCC-C80-5	National Museum of Ireland	Yes
KCC-C80-7	Inland Fisheries Ireland	Yes
KCC-C80-8	Transport Infrastructure Ireland	Yes
KCC-C80-9	Department of Public Health	Yes
KCC-C80-12	Department of Housing, Local Government and Heritage	Yes



KCC-C80-2

Gas Networks Ireland Celbridge

No

**Title: Part 8 Celbridge town- Celbridge Bridge**

**Theme: part 8**

Submission attached

**Attachments (1)**

Redacted Submission CRM 114549 - Gas Networks Ireland.docx

11.05.22

Pamela,

We have reviewed the above referenced proposal. We are pleased to advise you we have no comment to make regarding it.

Regards,  
Donncha

*Donncha Ó Sullivan BE CEng MIEI MIGEM*

*Development Liaison Engineer*

*Gas Networks Ireland*

*P.O. Box 51, Gasworks Road, Cork, Ireland*

---

KCC-C80-5

National Museum of  
Ireland

Celbridge

No

**Title: Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre**

**Theme: Pedestrian/Cycle Bridge**

Submission from National Museum of Ireland

**Attachments (1)**

Museum of Ireland submission20220524.pdf

23.5.22

Scan - email

CD; DH; KK

? folder  
ALSEO

# museum

National Museum of Ireland  
Ard-Mhúsaem na hÉireann



Ref: P82022.07

Our Ref: IA/71/2022

19/05/2022

Dear Pamela,

Thank you for your request for observations (09 May 2022) on the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre. The National Museum of Ireland (NMI) has a number of observations/recommendations in this regard;

- Due diligence should be given to consulting with all relevant statutory bodies.
- We note the supplied Archaeological and Built Heritage Assessment.
- The NMI Topographical files database within the National Museum, Kildare Street, should be consulted. These will provide details on stray finds within the townland that may be impacted/affected by the proposed development. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area. We note the assessment did not consult the National Museum database.
- We note the National Monuments Service (NMS) map viewer has been consulted. We further note the proposed development is within the ZON for the historic town, and that there is a potential for encountering archaeological material. Extreme care should be taken.

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

ARD MHÚSAEM NA HÉIREANN  
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# museum

National Museum of Ireland  
Ard-Mhúsaem na hÉireann

- We note there will be no construction within the river. However, the current river could have been wider in the past. Therefore, it should be noted that within riverine and wetland locations, there is a very high potential for the survival of archaeological features and finds. These can include stone, metal, and crucially, organic waterlogged material. Any changes to their current local conditions could have a severe negative impact on their survivability. Mitigation may be necessary to protect and/or recover any such archaeological finds to ensure their long-term preservation
- Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior to the commencement of any works.
- These necessities should be taken into consideration with regard to the timeline for the scheme.

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

Regards,

Dr. Bernard Gilhooly

Assistant Keeper,

Irish Antiquities Division,

National Museum of Ireland,

Kildare Street,

Dublin 2.

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ARCHAEOLOGY  
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lónra: [www.museum.ie](http://www.museum.ie)

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KCC-C80-7

Roisin O'Callaghan

Part 8 - Proposed  
Pedestrian /Cycle Bridge  
in Celbridge Town Centre

No

**Title: Part 8 - Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre**

**Observation**

To Whom it may concern

Attached are the comments of IFI in relation to the above application.

Regards

Roisin

**Attachments (1)**

P8 Celbridge pedestrian bridge.pdf



**Iascach Intíre Éireann  
Inland Fisheries Ireland**

**01/06/2022**

**REF: Part 8 - Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07**

IFI have reviewed the application and associated documentation in respect of the above application and make the following observations;

- The development is located at the River Liffey. The River Liffey and several of its tributaries are exceptional in supporting Atlantic salmon (*Salmo salar*, listed under Annex II and V of the EU Habitats Directive) and Sea trout (*Salmo trutta*) in addition to resident Brown trout (*Salmo trutta*) populations the catchment also supports populations of the Freshwater Crayfish (*Austropotamobius pallipes*) and Lamprey (*Lampetra* sp.) species listed under Annex II of the EU Habitats Directive.
- Ground preparation and associated bridge construction works, including topographic alteration have significant potential to cause the release of sediments and pollutants into surrounding watercourses.
- All works will be completed in line with a Construction Management Plan (CMP) which ensures that good construction practices are adopted throughout the construction period and contains mitigation measures to deal with potential adverse impacts identified in advance of the scheme. The CMP should provide a mechanism for ensuring compliance with environmental legislation and statutory consents.
- Any dewatering of ground water during construction must be treated by infiltration over land or into an attenuation area before being discharged off site.
- Bridge Maintenance works planned for the existing road bridge will be subject to an agreed method statement with IFI. The open season for instream works are from July 1st to September 30th.
- All discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.



**Iascach Intíre Éireann**  
**Inland Fisheries Ireland**

I trust you will take our observations on board.

Regards,

Roisin O' Callaghan

Fisheries Environmental Officer  
Inland Fisheries Ireland - Dublin

**Iascach Intíre Éireann**  
**Inland Fisheries Ireland**

**Telephone:** +353 (0) 1 8842651

**EMail:** [roisin.ocallaghan@fisheriesireland.ie](mailto:roisin.ocallaghan@fisheriesireland.ie)

**Address:** 3044 Lake Drive, City West, Dublin 24, IRELAND.



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KCC-C80-8

TII

Celbridge Town Centre

No

**Title: Part 8 Celbridge town- Celbridge Bridge**

**Theme: part 8**

See attached letter

**Attachments (1)**

Transport Infrastructure Ireland.pdf

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



19.5.2022  
Noted + refer  
to C. Delaney  
P-Pender  
ALSO

Dáta | Date  
12 May 2022

Ár dTag | Our Ref.  
TII22-118546

Bhur dTag | Your Ref.  
P82022.07

RE: Part VIII - Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre Planning Ref. P82022.07

A Chara,

I wish to acknowledge receipt of your correspondence of 9 May 2022, regarding the above Part VIII application and advise that TII has no observations to make.

I hope that this information is of assistance to you.

Is mise le meas,

\_\_\_\_\_  
Andrew Moore  
Regulatory and Administration Executive

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag [www.tii.ie](http://www.tii.ie).  
TII processes personal data in accordance with its Data Protection Notice available at [www.tii.ie](http://www.tii.ie).

---

**Title: Department of Public Health Response to Consultation: Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07**

**Theme: Pedestrian/Cycle Bridge**

Department of Public Health Response to Consultation

Consultation: Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07

Relevant authority: Kildare County Council

Date finalised: 31/05/2022

Authors: Dr Salma Alkalbani, Dr Margaret Brennan, Dr Cale Lawlor

Introduction

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

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

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

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

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

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

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

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

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

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

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

Specific points for this development:

- The development looks to build a pedestrian bridge for walking and cycling over the River Liffey in Celbridge, with the stated aims of:
  - Easing of traffic congestion
  - Improvement of connection and economy within the community
  - Improvement of public transport function
  - Safety of non-motorised road users

- Promotion of physical activity
- We would anticipate that overall, the public health effects of this development would be very positive in the operational phase, though there are some risks posed by the construction phase of the project.
- During the construction phase, there may be an increase in air pollution and carbon emissions, increase in traffic congestion, increase in noise pollution and potential for incidents of public health significance, including water and soil contamination. There will be clearing of some small areas of greenery.
- During the operational phase, there is expected to be easier pedestrian access across the bridge, and through Celbridge, a safer pedestrian zone, and more efficient traffic flow, with the secondary effect of improving public transport efficiency. It is hoped that this increased ease of pedestrian access and public transport efficiency will have the net effect of making active and public transport a more attractive option, reducing environmental and public health effects of mobility. There may be an ongoing increase in light pollution.
- We would anticipate net positive effects in the long-term for a number of groups, including infants and children, those with disabilities, and those with chronic disease.
- There is no anticipated effect on designated zones of natural significance.
- There is no anticipated effect on disaster vulnerability.

Specific considerations and recommendations for this development:

- It is noted that the process of planning this development took multiple years, likely impacted heavily by the Covid-19 pandemic. While this is understandable, a focus on streamlining the process, and including community consultation, would help to make a quicker modality shift to active and public transport, which will be needed rapidly in the face of climate change.
- The national government has recently made funds available for similar walking and cycling infrastructure upgrades. We would like the local authority to consider this one of many projects that could be implemented for the improvement of active travel in Celbridge and Co. Kildare, including further development of active transport infrastructure that is logical, dedicated and user-friendly, to encourage uptake in and around Celbridge town.

Overall Public Health position:

- Public Health is very supportive of this development, and similar future developments focussed on improving active and public transport infrastructure, utility, usability, experience and efficiency.
- We believe this is a very worthwhile development which will have positive impact on population health.
- We believe that the positive effects will start immediately when operational, and last lifelong.

Thank you,

Dr Salma Alkalbani – Fellow, Department of Public Health East, Dublin 8

Dr Margaret Brennan – Specialist Registrar, Department of Public Health East, Dublin 8

Dr Cale Lawlor – Senior Medical Officer, Department of Public Health East, Dublin 8

Dr Ruth McDermott – Specialist of Public Health Medicine / Medical Officer or Health (MOH),  
Department of Public Health East, Dublin 8

Department of Public Health, Area B

Dr Steevens Hospital, Dublin 8

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

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

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

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

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

#### **Attachments (1)**

DPH Consultation - Proposed Pedestrian Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07 Letter.pdf



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

**02/06/2022**

## Department of Public Health Response to Consultation

Consultation: Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07

Relevant authority: Kildare County Council

Date finalised: 31/05/2022

Authors: Dr Salma Alkalbani, Dr Margaret Brennan, Dr Cale Lawlor

### Introduction

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- The national government has recently made funds available for similar walking and cycling infrastructure upgrades. We would like the local authority to consider this one of many projects that could be implemented for the improvement of active travel in Celbridge and Co. Kildare, including further development of active transport infrastructure that is logical, dedicated and user-friendly, to encourage uptake in and around Celbridge town.

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Thank you,

Dr Salma Alkalbani – Fellow, Department of Public Health East, Dublin 8

Dr Margaret Brennan – Specialist Registrar, Department of Public Health East, Dublin 8

Dr Cale Lawlor – Senior Medical Officer, Department of Public Health East, Dublin 8

Dr Ruth McDermott – Specialist of Public Health Medicine / Medical Officer or Health (MOH), Department of Public Health East, Dublin 8

Department of Public Health, Area B

Dr Steevens Hospital, Dublin 8

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- <sup>1</sup> De Hartog, J. J., Boogaard, H., Nijland, H. & Hoek, G. Do the Health Benefits of Cycling Outweigh the Risks? *Environmental Health Perspectives*. 2010; 118(8): 1109-1116. Doi: 10.1289/ehp.0901747
- <sup>2</sup> Kelly, P., Williamson, C., Niven, A., Hunter, R., Mutrie, N., & Richards, J. Walking on sunshine: scoping review of the evidence for walking and mental health. *British Journal of Sports Medicine*. 2018; 52 (12): 800 - 806.
- <sup>3</sup> World Health Organisation (WHO), Regional Office for Europe. Implementation Framework for Phase VII (2019 - 2024) of the WHO European Healthy Cities Network: Goals, Requirements and Strategic Approaches. World Health Organisation. 2019. Retrieved July 6, 2021, from: [https://www.euro.who.int/\\_\\_data/assets/pdf\\_file/0020/400277/04-FINAL-Phase-VII-implementation-framework\\_ENG.PDF](https://www.euro.who.int/__data/assets/pdf_file/0020/400277/04-FINAL-Phase-VII-implementation-framework_ENG.PDF)
- <sup>4</sup> Marshall, W. E. & Ferenchak, N. N. Why cities with high bicycling rates are safer for all road users. *Journal of Transport & Health*. June 2019; Vol 13: 100539. Retrieved July 13, 2021, from: <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>
- <sup>5</sup> Lee, A. & March, A. Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton. *Australian Planner*. 2010; 47 (2): 85-93. DOI: 10.1080/07293681003767785

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KCC-C80-12

Department of Housing, Local  
Government and Heritage

No

**Title: Archaeological observations and recommendations from the Department of Housing,  
Local Government and Heritage**

**Theme: part 8**

A Chara

Please find attached archaeological observations and recommendations from the Department of  
Housing, Local Government and Heritage in relation to this Part 8 application.

Kind Regards

Sinéad

—

**Sinéad O' Brien**

Executive Officer

—

**Aonad na nIarratas ar Fhorbairt**

*Development Applications Unit*

**Oifigí an Rialtais**

*Government Offices*

**Bóthar an Bhaile Nua, Loch Garman, Contae Loch Garman Y35 AP90**

Newtown Road, Wexford, County Wexford Y35 AP90

—

**Attachments (1)**

Part 82022.07 Celbridge.pdf

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Planning Ref: **Part 82022.07 Celbridge**  
(Please quote in all related correspondence)

14 June 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 online consultation portal

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

**Proposed Development: Part 8 Application No. 2022.07 Celbridge by Kildare County Council, for the proposed development which comprises of a shared pedestrian and cycle bridge from the footpath adjacent to the former Bank of Ireland car park in Celbridge to the footpath outside the Abbey Lodge public house. The bridge will span over the River Liffey for approximately 50m. It will be constructed directly adjacent to the existing road bridge. The existing footpath will be removed from the existing road bridge and a rubbing strip will be installed at both sides. The kerb line will be built out slightly in front of the Abbey Lodge and the existing pedestrian crossings will be maintained on all three arms of this junction. The footpath will be built out on Main Street at the arm of the junction and a new pedestrian crossing will be provided, at Main Street and English Row at the R405/ R403 junction, Celbridge Bridge (R405) from the Main Street junction to the Newtown Road/Dublin Road (R403) and R405 Junction.**

A chara

I refer to correspondence on 11<sup>th</sup> May received in connection with the above.

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

### **Archaeology**

The proposed development would involve groundworks at Recorded Monument KD011-012- --- (town), which is subject to statutory protection under the terms of the National Monuments (Amendment) Act, 1994.



This Department recommends that archaeological monitoring, as described below, should be required as a condition of planning.

**Archaeological Monitoring:**

- The applicant is required to employ a qualified archaeologist to monitor all groundworks associated with this development.
- 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.
- 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).
- Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision 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, or excavation) and should facilitate the archaeologist in recording any material found.
- The Planning Authority and this Department shall be furnished with a report describing the results of the monitoring.

You are requested to send any further communications to this Department's Development Applications Unit (DAU) at [manager.dau@housing.gov.ie](mailto:manager.dau@housing.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

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Sinéad O' Brien  
Development Applications Unit  
Administration

## **APPENDIX E**

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

## Part 8 - Proposed Pedestrian /Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07

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

#### List of 3<sup>rd</sup> Party Submissions & Observations Received

Consultation Portal Ref. No.	Name	Attachment
KCC-C80-1	Fergal Reidy	No
KCC-C80-3	Fergal Reidy	No
KCC-C80-4	Stephen Fitzpatrick	No
KCC-C80-6	Brian McArdle	No
KCC-C80-10	Celbridge Tidy Towns	No
KCC-C80-11	Jason Walsh (Trasky Ltd)	Yes
KCC-C80-13	Celbridge Community Council	Yes
KCC-C80-14	Catherine Cotter Price	No
KCC-C80-15	County Kildare Chamber	Yes
KCC-C80-16	Thelma Strong	No
KCC-C80-17	Cllr. Michael Coleman	No
KCC-C80-18	Cyclist.ie	Yes
KCC-C80-19	James Kelly	Yes
KCC-C80-20	Francis Mullany	Yes

URN	Author	Location	Map Attached
KCC-C80-1	fergal reidy	junctions close to new bridge.....main st, english row and ardcloagh road.....	No

**Title: love the new bridge proposed from bank of ireland to abbey lodge.....hate the bull nose footpaths that will make traffic worse**

**Theme: Celbridge town centre**

love the new proposed bridge from bank of ireland to abbey lodge pub.....love the width of the new bridge and think the views will be super, if all branches, brambles, weeds and grass are removed. from both sides of existing river banks. plus open up closed eye close to existing footbridge which is blocked for last 20 years..... simple grass and weeds and silt blocking water going under eye and same blocking exit which will be under new proposed bridge. new storm drains coming out close to blocked eye, and some smells come from that area in dry weather and on hot days.....simple to do short term freeing up job, now, and real job when new bridge is under construction.....maybe clear both river banks upstream towards abbey hall, when bridge is being built???.....all visible from existing footbridge.....nice new board walk from existing footbridge to abbey hall would look well and enhance river views and be an amenity to all residents on ardcloagh road.....have serious reservations about bull nose footpaths on three location, main st outside bank of ireland.....english row outside bridge house, and where ardcloagh road meets real old narrow bridge.....where the cars crash through.....3 accidents in last 20 years..... if these pavements butts go in, flows around this congested bridge will get worse than presently exist.....removing slip lanes, at this time in this bridges history would be a scandal and would only make the old narrow bridge, a bigger blockage than it is presently..... maybe when celbridge and kcc design, plan ,and build several new bridges , over the liffey, then and only then should these bull nose, add ons be contemplated.....if they go in as shown on the plans, there will be uproar as buses and cars get help up ,worse than we have experienced, in the last 20 to 30 years.....these bull noses must go on the long finger until we reduce main st traffic by 70 per cent or more..... aghards road junction, where it meets the maynooth road is an existing sore spot/black spot where a slip road to maynooth was removed.....it is a disaster every day, and traffic has got worse at this point, since some genius removed the slip way turn to maynooth.....from aghards road.....this junction is going to get worse when the 1000 units on the maynooth road and the 500 units on the shackelton road are all up and running.....??? the proposed emerging road and bridge fom the abbey farm to train station will do nothing to help traffic on the shackelton rd and aghards road and maynooth road.....different problem?? but kcc with this plan, are only going to cause more problems at the narrow, not fit for purpose old liffey bridge.....?? so please skip the bull nose , jut outs for now until celbridge traffic calms down.....how this is going to happen with 3000 or more new units is a mystery to me.....and a possible extra 10, 000 new vehicles every day on top of the chaos we have presently.....problem only exists for 20 years or more.....time for more liffey bridges.....trim has four bridges and a population of 10,000.....>>> saY NO MORE.....LOVE THE PROPOSED NEW BRIDGE fom bank of ireland to abbey lodge pub.....hate the bull nose idea.....scrap it now..... until we get real improvements in celbridge traffic flows.....good luck , build new footbridge asap.....thank you.....



KCC-C80-3                      fergal reidy                      junctions close to new bridge.....main st, english row and ardcloagh road.....                      No

**Title: love the new bridge proposed from bank of ireland to abbey lodge.....hate the bull nose footpaths that will make traffic worse**

**Theme: Celbridge town centre**

love the new bridge, love the width, love the glass views towards castletown, long time promised, hope it comes asap.....but but hate the bull nose/jut outs at three locations, outside bank of ireland main st.....will cause blue murder and massive delays with traffic coming from maynooth rd, and crossing old narrow bridge.....slip lane to lucan being removed from what i can see.....wrong wrong wrong..... hold this aspect of plan until celbridg chaos gets sorted with ring road and extra bridges.....same on ardcloagh road.....handy wee slip lane on inside, close to bridge wall.....leave as is.....for now.....same outside bridge house, do not take away filter lane for persons heading to clane road.....will cause massive tail back on narrow bridge.....these badly thought out plans look well on paper in reality will be a disaster for traffic on old bridge.....new pedestrian crossing close to post office and aib.....good.....but make it signal junction like one at catholic church.....press button, wait 30 secs and ove ryou go.....all our crossings should be of this variety in celbridge.....the ones on lucan rd, ardcloagh rd and hatch rd, all dangerous.....in wrong locations and all be be signal variety.....would love to see walk way from present footbridge all the way up ardcloagh road , at least as far as abbey hall.....?? any chance.....thank you

KCC-C80-4                      Stephen Fitzpatrick                      Celbidge Bridge                      No

**Title: Shared bike/pedestrian bridge wont be safe for pedestrians**

**Theme: Pedestrian/Cycle Bridge**

Hi

I am a keen cyclist and also a father of 4 young children.  
The proposed bridge is an excellent solution for pedestrians and also allows for the widening of the existing bridge by removing the existing path, making the road safe to travel also.

However, for cyclists, it will be safer to leave cyclists on the road and not to mix them in with the pedestrian's walkway. Allowing cyclists (and by extension electric scooters as they are permitted to use cycleways) on this bridge will be a hazard to pedestrians.

It would also be very confusing for cyclists when crossing the bridge using the new proposed walkway and when they get to the corner of the old Bank of Ireland they won't be able to access back onto the road easily. They will need to cross a lot of traffic.

Traffic moves very slowly on this bridge and is therefore generally not too dangerous to cyclists using the road at this point. I am only aware of pedestrians ever getting hurt trying to cross at the crossing which will be more dangerous with Cyclists trying to cross.

It would be safer for all to leave this new walkway as pedestrians only.

---

KCC-C80-6

Brian McArdle

No

**Title: Zebra crossings**

**Theme: part 8**

Firstly, it is great to see dedicated active travel infrastructure being built in the Celbridge-Leixlip MD.

I particularly like the new zebra crossing on Main Street.

The zebra crossings appear to be level with the road, rather than level with the path. There is an opportunity here to put all the crossings on raised tables, in accordance with DMURS. This would improve accessibility for pedestrians, particularly those with disabilities and those with buggies, prams or pushcarts for shopping.

It would also slow down drivers, creating a safer and more pleasant environment for everyone. This could be what is needed to stop drivers hitting the south parapet of the existing bridge - all approaches will have raised tables acting as speed bumps.

---

KCC-C80-6

Brian McArdle

No

**Title: Integration**

**Theme: Cycle Lane**

There is no indication of how this bridge integrates with any existing or future cycling infrastructure. As it is, it will only encourage people to cycle on the footpath, creating conflict and division between pedestrians and cyclists.

At either end are blind corners with pinch points. What measures will be taken here to avoid collisions between cyclists, or between cyclists and pedestrians? At the Main Street end, it appears that the shared surface footpath could be built out further to help alleviate the pinch point, as the corner is very blind.

KCC-C80-10

Celbridge Tidy Towns

No

**Title: Preferred bridge option Celbridge****Theme: Pedestrian/Cycle Bridge**

We support the proposal for the Pedestrian/Cycle Bridge and feel it will be a positive step for Celbridge.

The proposed reduction of traffic to one lane approaching the road bridge from the Main St may severely reduce the flow of traffic in that direction. Currently traffic heading from the Main St. to the Clane Rd. uses the proposed single lane while traffic heading over the bridge uses the current inside lane. On the proposed plan the inside lane will be removed thus forcing bridge traffic to wait behind traffic destined for the Clane Rd.. It is not uncommon for traffic, destined for the Clane Rd., to be held up for long periods while waiting for an opportunity to maneuver through a break in two lanes of traffic.

Following on from the very successful undergrounding of wiring on the Main St this may provide an ideal opportunity to remove the electricity pole at the footpath corner beside the former BOI building and help the commencement of undergrounding of wiring along English Row.

KCC-C80-11

Jason Walsh

Celbridge

No

**Title: Proposed Pedestrian and Cycle Bridge at Celbridge Bridge, Celbridge, Co Kildare.  
Planning Reference: P82022.07 - Part 8 Submission****Theme: Pedestrian/Cycle Bridge**

The attached submission document has been generated by Trasky Limited, a transport and road safety consultancy based in Celbridge. The principal engineer of Trasky Limited, Jason Walsh, is a resident of Celbridge and is very aware of the operational and safety issues of the existing bridge.

**Attachments (1)**

500158-REP-0001-Rev 0.pdf

**Title: Celbridge Community Council's Submission****Theme: Pedestrian/Cycle Bridge****Introduction**

Celbridge Community Council was established as a voluntary community group in 1975 and has for over forty years been actively involved in many aspects of community life in Celbridge. Our goal is to promote and improve community life and to influence in a positive way the physical development of the area for the benefit of all those who live and work there. As a voluntary group and representative voice for the community, Celbridge Community Council welcomes this opportunity to make a Part 8 Submission regarding the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Planning Reference: P82022.07.

Celbridge Community Council fully supports the provision of the Pedestrian/Cycle Bridge as an essential piece of infrastructure for the promotion of active travel, for the protection of pedestrians and cyclists and the addition of public space with scenic views onto the River Liffey for the enjoyment of visitors to and residents of Celbridge.

This infrastructure is long overdue at a high-conflict location as the existing pedestrian bridge is poorly located relative to the desire paths for pedestrians and cyclists, it is too narrow and it suffers from accessibility issues. The proposed Pedestrian/Cycle Bridge will be an increasingly important connection between both sides of the River Liffey as the education campus and housing is constructed in the Ballyoulster KDA.

Celbridge Community Council wishes to comment on some aspects of the proposal.

**Bridge Design**

Celbridge Community Council supports the proposed design. Compared to the other options considered (as outlined in the Bridge Report), the minimal and unobtrusive design being progressed appears to be the most tasteful.

The detailed design of the bridge should consider the option of providing a boardwalk along the banks of the Liffey beside the Abbey Lodge to provide access to the Kildare County Council owned lands along the banks of the river in Donaghcumper.

The adjacent image is from proposed **Project 3 - Enhance & Develop Green Infrastructure** in the FINAL Proposed Projects document from the Celbridge Town Renewal public consultation.

**Pole on Footpath at former Bank of Ireland**

In tandem with the proposed works, consideration should be given to the removal of the pole on the footpath at the former Bank of Ireland and undergrounding of the cables to continue the work that was completed on the rest of Main St up to Castletown Gates a few years ago.

Not only would removal of the pole enhance the public realm at this location; it would be particularly advantageous for those with disabilities. In light of the fact that Dara Community Living plans to open a community hub and office space in the former Bank of Ireland in the coming months, the enhanced accessibility from removal of this pole would be especially important.

### **Overgrowth at Bridge / Flooding Risk**

There are small trees growing beside the river at the bridge in Celbridge. These have grown to the point where they could restrict the flow of water flowing through some of the arches of the bridge. This could exacerbate flooding risk, were the water level in the Liffey to rise following a prolonged period of rainfall. The photos below show the trees and vegetation in question.

The situation has worsened since the above images were taken in 2020. The particular trees noted here would need to be removed in order to construct the proposed pedestrian / cycle bridge.

Given the extent of collaboration that will be required with riparian landowners and Inland Fisheries Ireland in order to progress the construction of the pedestrian / cycle bridge, the opportunity should be taken to help alleviate flooding risk and to maximise the enjoyment of the river views from the proposed new bridge through the removal of all trees and vegetation that might result in a restriction to the flow of water through the bridge (both upstream and downstream of the bridge) and to generally tidy up the river in this area.

### **Conclusion**

Celbridge Community Council is excited by and fully supports the proposed Pedestrian / Cycle bridge and looks forward to timely progression of this project. Incorporation of measures into the detailed design and project planning to address the matters raised in this submission would ensure the best outcome for all in terms of safety, public realm, and recreation.

### **Attachments (1)**

CCC Pedestrian & Cyclist Bridge Submission.pdf

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Proposed Pedestrian and Cycle  
Bridge at Celbridge Bridge,  
Celbridge, Co Kildare

Planning Reference: P82022.07

Part 8 Submission

June 2022

## Notice

This document and its contents have been prepared by Trasky Limited in relation to a Part 8 Submission for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Planning Reference: P82022.07.

## Document History

Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
0	Issue	JW	JW	JW	JW	08/06/2022

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# 1. Introduction

## 1.1 Context for the Part 8 Submission

This document is a Part 8 Submission for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre, Planning Reference: P82022.07.

The submission is based on the consultation material provided for the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre on the Kildare Consultation web portal (<https://consult.kildarecoco.ie/>).

This document has been generated by Trasky Limited, a transport and road safety consultancy based in Celbridge. The principal engineer of Trasky Ltd., Jason Walsh, is a resident of Celbridge and is very aware of the operational and safety issues of the existing bridge.

## 1.2 Trasky Limited Support for Proposed Pedestrian/Cycle Bridge

Trasky Limited would like to fully support the provision of the Pedestrian/Cycle Bridge and the associated improvements proposed by the scheme.

The Pedestrian/Cycle Bridge is a key piece of infrastructure to improve facilities for active travel and road safety at a high conflict location between active travel road users and vehicles at the Celbridge bridge.

This scheme is a step in the right direction for Celbridge as a town and will assist with promotion of active travel and increase in active travel mode share for the town.

The following section provides commentary on key elements of the proposed scheme that are essential to be retained and issues to be resolved as the scheme design progresses.

## 2. Proposed Pedestrian/Cycle Bridge Commentary

The commentary provided below is based on the professional experience of Trasky Ltd. with respect to the design and road safety auditing of similar schemes throughout Ireland.

### 2.1 Key Elements to be Retained

#### 2.1.1 Pedestrian/Cyclist Bridge

It is welcomed that the proposed bridge provides a 4m wide path to provide sufficient width for both pedestrians and cyclists.

The current bridge provides only for on-road cycling with cyclists mixing with traffic in a constrained location which is off-putting for all except for the experienced cyclists.

The proposal to have a wide shared path over the bridge gives nervous and younger cyclists a safe location to cross the bridge and it is essential that this 4m wide path is retained as part of the scheme.

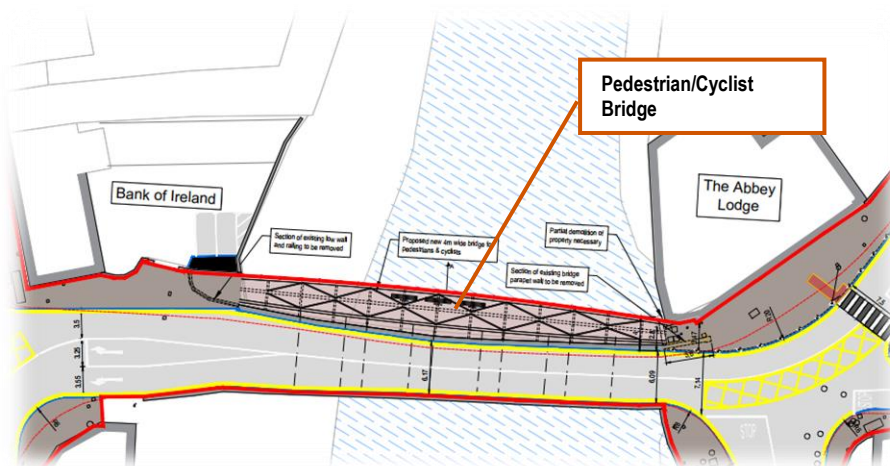


Figure 2.1 – Pedestrian/Cyclist Bridge

#### 2.1.2 Main Street Pedestrian Crossing

Currently pedestrians cross the road at this location in an unsafe manner between gaps in traffic to access the footpath on the bridge and the close by Post Office. The current controlled pedestrian crossing on main street is too far off the desire line for pedestrians to access these locations.

The proposal to add a new controlled pedestrian crossing at the southern end of Main Street is welcomed as it facilitates a key desire line for pedestrians to cross at this location.

While the crossing will involve the removal of the current short left turning lane this is seen as having a negligible impact on traffic movements at this junction due to the low volume of straight-ahead traffic at peak times with the majority of traffic turning left over the bridge.

The benefits of providing a safe crossing at this pedestrian desire line far outweigh any negligible impact on traffic movements at this junction and it is essential that this element is retained as part of the scheme.

To prepare drivers for this change during the upcoming summer months the current left turning lane should be close to traffic.

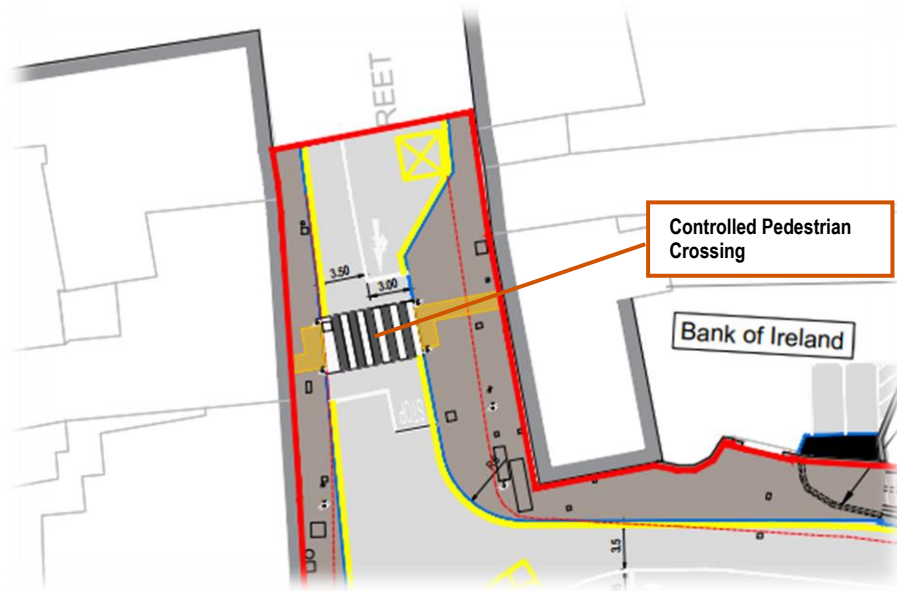


Figure 2.2 – Main Street Proposed Controlled Pedestrian Crossing

### 2.1.3 Kerb Build-out at Abbey Lodge

This location is a well know conflict location between eastbound vehicles driving over the bridge onto the Dublin Road and pedestrians using the crossing, collisions have occurred at this location and numerous near misses have been report locally.

The proposal to provide a kerb buildout at this location is welcomed as it will slow vehicles speeds by reducing the radius at the bend and narrowing the lane width. It also provides improved visibility for the eastbound drivers driving over the bridge of the entire pedestrian crossing to be able to stop safely to allow pedestrians to cross.

The safety improvements of this kerb buildout will assist in reducing conflicts at this location and for road safety reasons alone it is essential that this element is retained as part of the scheme.

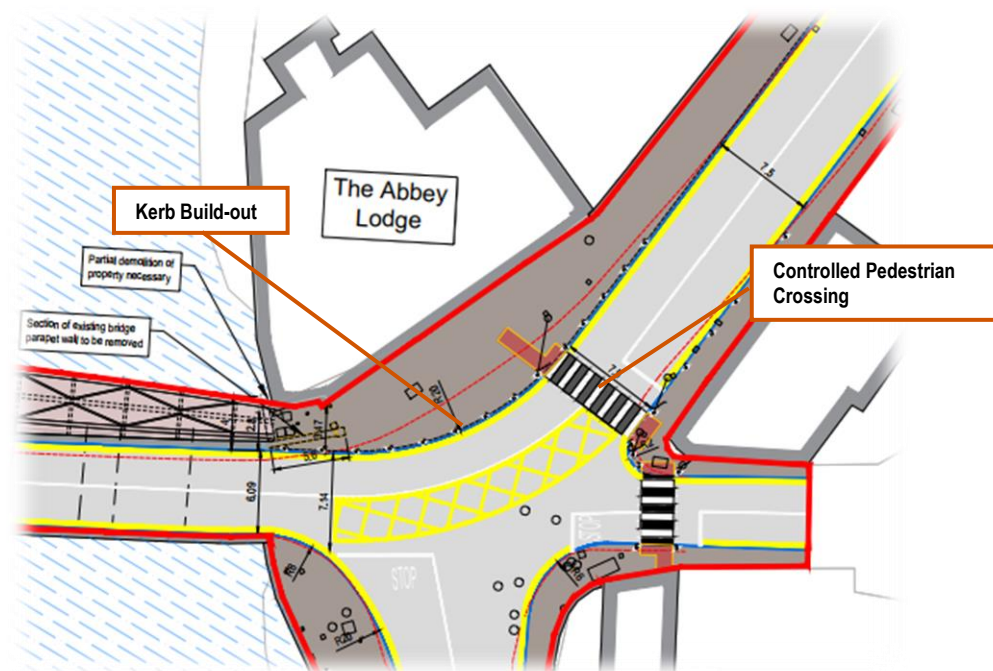


Figure 2.3 – Kerb Build-out at Abbey Lodge

## 2.2 Issues to be Resolved as Design Progresses

### 2.2.1 Kerb Build-out at Bridge House.

The proposed radius reduction at the corner of Bridge House may be too small and lead to larger vehicle (bus) to cross into the opposing lane leading to side swipe vehicle collisions.

Vehicle tracking of the bend should be carried out for a large vehicle and the kerb line amended or the centreline relocated as deemed appropriate.

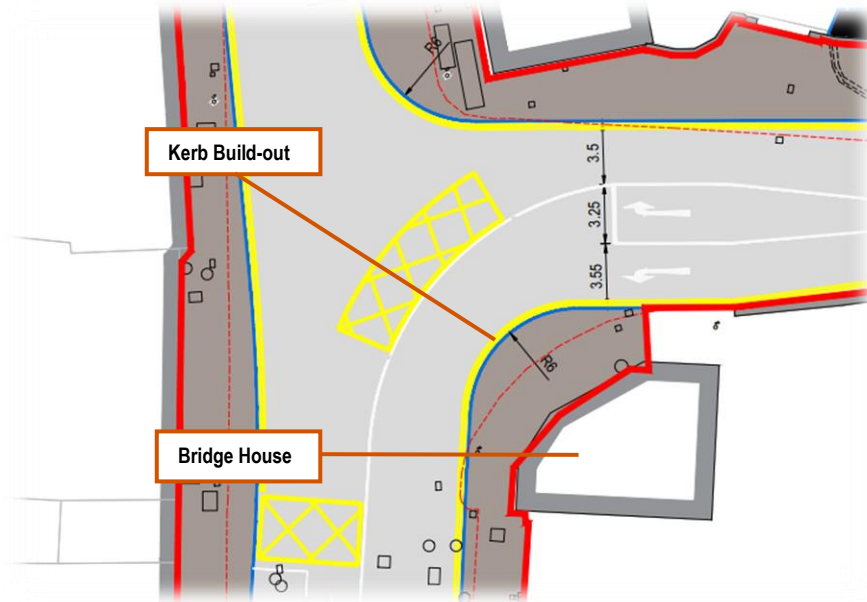


Figure 2.4 – Kerb Build-out at Bridge House

### 2.2.2 Right Turning Bay Layout

The right turning bay layout generates a pinch point on the west bound lane over the bridge, this could lead to vehicles clipping the parapet wall or another vehicle waiting to turn right onto Main Street.

As the design progresses the layout of the right turning bay should be amended to ensure consistent lane width is provided on both the eastbound and westbound lane of the bridge.

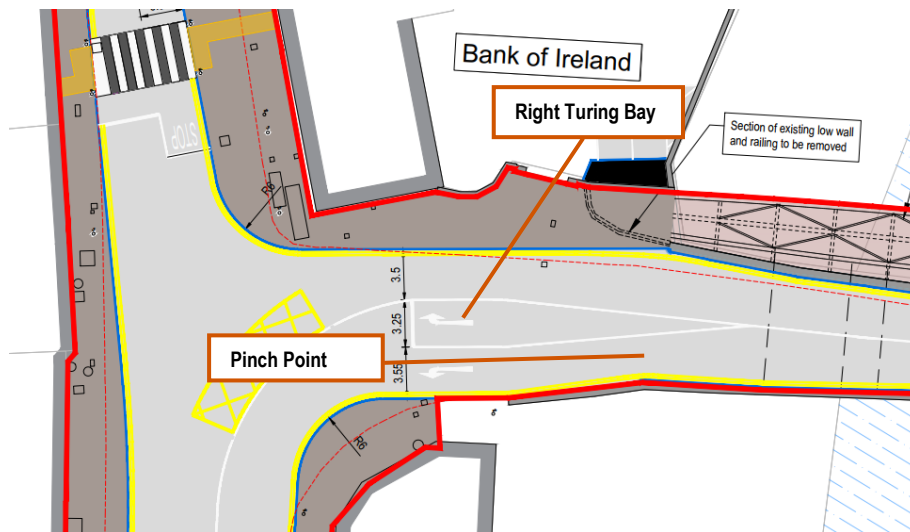


Figure 2.5 – Right Turing Bay Layout

### 2.2.3 Carriageway Width on Approach to Bridge

Proposing to maintain a 7.5m carriageway width on the approach to the bridge results in the reduction of the existing footpath at the corner of Dublin Road and Hazelhatch Road. This will lead a constrained environment for pedestrians at the crossing particularly when groups of people disembark the bus at the nearby bus stop with pedestrians having to step onto the road to get by pedestrians waiting to cross.

Proposing to maintain a 7.5m carriageway will also promotes high southbound vehicles speeds on the Dublin Road towards the crossing and the bridge leading to conflicts with pedestrians and vehicles.

As the design progresses consideration should be given to reducing the carriageway width on the Dublin Road to be in line with DMURS (Design manual for Urban Roads and Streets) carriageway width proposals for an urban link street of 6 to 6.5m.

Adopting a reduced carraway width will have the benefit of reducing vehicles speeds and will provide space to the widen the footpath on the eastern side of Dublin Road and at the corner of corner of Dublin Road and Hazelhatch Road leading to a safer and more comfortable pedestrian environment.

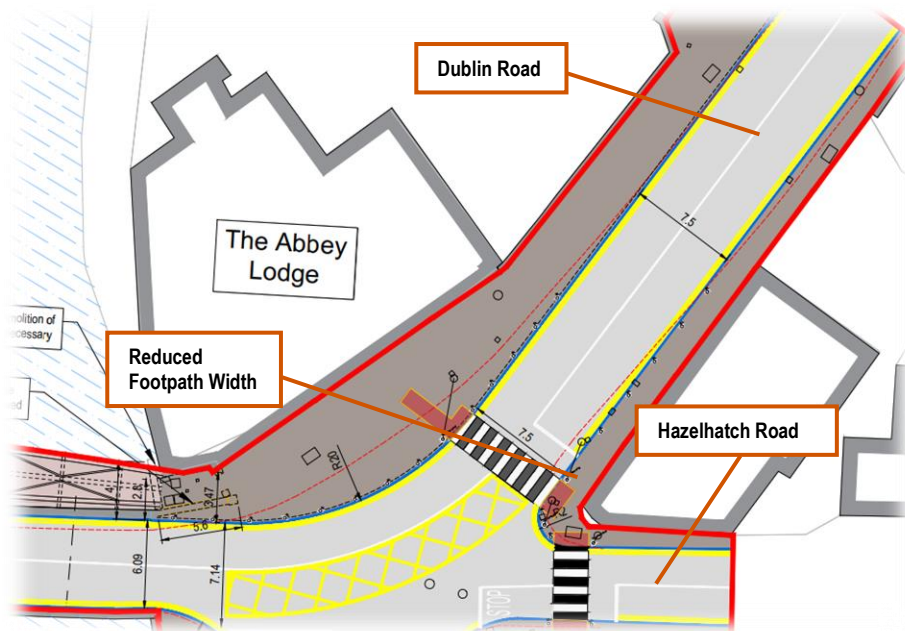


Figure 2.6 – Carriageway Width on Approach to Bridge

### 2.2.4 Construction Traffic Management

The Part 8 report notes that construction traffic management will be likely to include shuttle systems while the works are on site.

Celbridge bridge is the main crossing of the River Liffey for Celbridge and a lane blockage on the bridge during peak times results in a large impact on traffic in the town resulting the generation of slow-moving traffic and long tails backs on approach to the bridge and through the town often lasting a number of hours.

No lane closures on the bridge and commencement of shuttle systems should occur within the AM and PM peak traffic times, i.e. before 10am or after 3pm.

As the location is largely surrounded by commercial businesses consideration should be given to carrying out some works at night to reduce need for lane closures on the bridge.

### 3. Conclusion

In conclusion Trasky Limited would like to again confirm that it fully supports the provision of the scheme and looks forward to the timely delivery of the scheme.

The issues to be resolved noted in the previous section can be easily resolved as the design progresses and will lead to the provision of a safe and attractive scheme.

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# TRASKY

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w: [www.trasky.ie](http://www.trasky.ie)

KCC-C80-14	Catherine Cotter Price	Area in front of (former) Bank of Ireland on Celbridge main streer	No
------------	------------------------	--	----

**Title: Loss of main street car lane at bridge junction?**

**Theme: Cycle Lane**

Currently as you come down the main street - from Castletown towards the bridge - there are two lanes at the bridge junction; one to turn left over the bridge and one to continue straight through the junction (towards the Mill). Often to get straight through the junction takes some time, as it has the least right-of-way. If the footpath is widened outside of the Bank of Ireland building, will we not lose the left turn lane; and force all traffic into one lane? If so, this would be pretty disastrous... And cause massive delays.

---

KCC-C80-15	County Kildare Chamber	Celbridge	No
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**Title: Celbridge Pedestrian & Cycle Bridge Submission**

**Theme: Pedestrian/Cycle Bridge**

**Kildare County Council**

via website

Date: 22nd June 2022

Dear Sir/Madam,

**RE: Celbridge Pedestrian and Cycle Bridge**

#### **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 Celbridge Pedestrian & Cycle Bridge consultation.



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

## 2.0 SUBMISSION

Celbridge is a historic town, located within the Greater Dublin Region of Kildare and a population of over 20,000 (figures from Census 2016).

Over the last two decades the population of Celbridge has increased by over 20%. This increase has also seen increased development of Celbridge town, businesses and house building within the area.

This increased population and development has naturally led to greater road users, be it private vehicle use, public transport, pedestrian or cycle movement. The current road bridge is no longer fit for purpose, with two narrow traffic lanes and a very tight footpath on one side of the bridge.

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

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

County Kildare Chamber welcomes the decision by the NTA and Kildare County Council to review and open consultation on the new preferred option for a foot and cycle bridge to be constructed adjacent to the current road bridge.

Public safety should always be of the upmost importance for any Public office or Authority, the current bridge layout is, we believe hazardous to pedestrians, in very close proximity to narrow traffic lanes, and in the instances of cyclists no facilities at all. We believe option 3a, provides the least disruption to the town & natural surroundings whilst providing a safe and convenient choice for pedestrians and cyclists moving from east to west across the town.

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

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

With this in mind, we believe that cities and towns need more housing, transport and social infrastructure and while this project does elevate the safety concerns for cyclists and pedestrians and should intine promote less use of vehicular traffic within Celbridge, it does not address the short to medium term effects of large scale traffic congestion at the bridge junction.

The Chamber understands the original proposal made in 2019 included for the traffic to be prevented from entering and exiting the Hazelhatch road from this junction and the provision for essentially a one way system through the town.

Severe traffic congestion can be recorded at the bridge most weekdays during peak times, with traffic from outside of Celbridge unacquainted with the road layout adding further to confusion and time delays. The Chamber believes this plan should also have included some traffic calming measures, which would have added to increasing traffic movement at pinch points during peak hours.

### 3.0 CONCLUSION

County Kildare Chamber welcomes the provision for pedestrians and cyclists at this hazardous junction and cross. For many years this was the only bridge crossing for vehicles and cyclist. This development will mean a safer way for the public to travel through Celbridge and the surrounds. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable.

The one area the design has failed to focus on is traffic congestion, vehicular traffic will in the short to medium term make up the majority of road users in Celbridge. This development and others promoting active forms of transport will go a long way to making towns and villages more sustainable in Kildare, but it would be remiss to omit traffic calming and alleviation measures in the hope of attracting increased pedestrian and cycle activity.

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](http://www.countykildarechamber.ie)

045 894074

#### Attachments (1)

Celbridge Pedestrian and Cycle Bridge Submission.pdf



**Kildare County Council  
via website**

Date: 22<sup>nd</sup> June 2022

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

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

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Public safety should always be of the utmost importance for any Public office or Authority, the current bridge layout is, we believe hazardous to pedestrians, in very close proximity to narrow traffic lanes, and in the instances of cyclists no facilities at all. We believe option 3a, provides the least disruption to the town & natural surroundings whilst providing a safe and convenient choice for pedestrians and cyclists moving from east to west across the town.

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With this in mind, we believe that cities and towns need more housing, transport and social infrastructure and while this project does elevate the safety concerns for cyclists and pedestrians and should intime promote less use of vehicular traffic within Celbridge, it does not address the short to medium term effects of large scale traffic congestion at the bridge junction.

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### **3.0 CONCLUSION**

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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,

A handwritten signature in black ink, appearing to be 'Sinéad Ronan', written in a cursive style.

---

Sinéad Ronan  
Public Affairs Manager  
County Kildare Chamber  
[www.countykildarechamber.ie](http://www.countykildarechamber.ie)  
045 894074

---

KCC-C80-16                      Thelma Stronge                      Celbridge                      No

**Title: Changes on Main St**

**Theme: Celbridge town centre**

I agree with the following proposed measures

- Reduction from two to one lanes on Main Street for traffic approaching the bridge / English Row and
- Build-out of the footpath outside the former Bank of Ireland to make more space for pedestrians.

I would ask that the build-out consider cyclist movements with perhaps a cycle lane on the Main St on the approach to the bridge as cycling on the Main St can be daunting.

Others in Celbridge hold concerns that these measures will result in traffic backing up on Main St but I do not believe that the volume of cars going straight ahead from Main St to English Row is sufficiently high to cause a major issue. Some effort to communicate this message may be a useful exercise.

Traffic management measures should probably be considered but this shouldn't detract from progressing with the proposed infrastructure project which will be hugely important for Celbridge.

The key goals need to be to make pedestrian/ cyclist movements in this area safe and to incorporate placemaking initiatives so Celbridge town centre becomes a pleasant space for people to spend time.

If the car-dominated use of the Main Street continues at its current level, it will be difficult to make meaningful progress with placemaking. What is most needed is behaviour change from drivers.

Residents from the north east of Celbridge

- Have an alternative route for heading towards Dublin as they have easy access to the motorway.
- Can approach the bridge via Shackleton Road and Church Road if delays on Celbridge Main St prove too much of an issue.

Additionally, the existing L59 and planned W6 Maynooth-Tallaght bus routes will increase the options for travel across the bridge.

I probably don't need to say this but please do the right thing here in terms of best-practice for sustainable transport movements and don't be swayed by complaints from those with driver-centric perspectives!

---

KCC-C80-16                      Thelma Stronge                      Celbridge                      No

**Title: Support for Proposed Pedestrian/ Cycle Bridge in Celbridge Town Centre**

**Theme: Pedestrian/Cycle Bridge**

I wish to express my support for the proposed Pedestrian/ Cycle Bridge as badly needed infrastructure for Celbridge.

I like the design and in addition to the impact it will have for connectivity for pedestrians and cyclists, I feel that it will constitute a notable public realm/ recreational space enhancement

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KCC-C80-16	Thelma Stronge	Celbridge	No
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**Title: Need for a Second Pedestrian/ Cycle Bridge closer to the gates of Castletown House**

**Theme: Celbridge town centre**

While wholeheartedly welcoming the proposed pedestrian/ cycle bridge, I would like to see Kildare County Council also progress another pedestrian/ cycle bridge closer to the gates of Castletown House for access to the future park in Donaghcumper and, with time, onward connectivity to Dublin Road to cater for desire lines to the Education Campus, etc.

It is essential that as many school children as possible walk or cycle to school but, unless cycling and walking to the Education Campus is safe and efficient, the dependence on cars for these journeys will persist.

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KCC-C80-17	Cllr. Michael Coleman	Bridge in Celbridge	No
------------	-----------------------	---------------------	----

**Title: Submission by Cllr Michael Coleman**

**Theme: Pedestrian/Cycle Bridge**

I welcome the Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre with the following modifications. It is disappointing that the Hazelhatch Road was not closed off as part of these works to alleviate traffic in the town, it's an opportunity missed.

1. That the footpath on the Main Street should not be built out and to continue to allow the two lanes to operate. The closure of the lane going straight onto English Row would be disastrous for traffic in the town, it would lead to traffic chaos.
2. All Pedestrian Crossings should be raised and stepped back further from the junctions for greater safety. Safety should be paramount on this development. There are serious concerns regarding safety at these crossings. A child was knocked down and there have been reports of many near misses.
3. The large ESB pole on the corner of the former BOI be removed and underground all cables down English Row.
4. The River Liffey be cleaned in the vicinity of the bridge which would include unblocking one of the eyes that is closed



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KCC-C80-18	Cyclist.ie	Celbridge	No
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**Title: Cyclist.ie Comment on Scheme design****Theme: Pedestrian/Cycle Bridge**

The construction of the proposed bridge extension is to be welcomed, but Cyclist.ie is unhappy with a number of elements of the detailed design of the surrounds that do not facilitate safer and easier pedestrian and cyclist movement. These comments are contained in our attached submission

**Attachments (1)**

Celbridge Bridge 2206.pdf

 <p>The Member for Ireland of:</p> 	<p>Cyclist.ie - the Irish Cycling Advocacy Network</p> <p>The Tailors' Hall, Back Lane, Dublin, D08 X2A3. <a href="http://www.cyclist.ie">www.cyclist.ie</a> RCN 20102029</p>
<p>Addressee: Roads Transportation and Public Safety Department, Kildare County Council</p>	
<p>Date: 22nd June 2022</p>	
<p><b>Re: Celbridge Pedestrian &amp; Cycling Bridge</b></p>	

[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. We are delighted to make this short submission to Kildare County Council.

### **Access to and from the new Bridge**

Cyclist.ie are happy to see a project of this nature proceeding in the busy town of Celbridge, and it will undoubtedly have a positive impact. But, it is disappointing to note that, while the bridge and its construction will support the safer movement of pedestrians and cyclists at this busy location, there appears to be no design provision for cycling access to and from the proposed bridge extension from the existing surrounds. This shortcoming needs to be addressed and clarity given to cyclists approaching and exiting the proposed bridge.

### **Junction Radii and Footpath Widths**

We also welcome the tightening of junction radii in the vicinity of the bridge. These tightenings will help to slow vehicular traffic around the junctions. But, having hopefully achieved this slowing of general traffic, we are disappointed that the

footpath on the northwestern side of the bridge has not been widened from its present width to accommodate the undoubted increased pedestrian traffic levels. This needs to be addressed, and can easily be achieved by narrowing the vehicle lanes on the main carriageway.

### **Zebra Crossing Locations**

Cyclist.ie recommends the relocation of both pedestrian crossings on the Main Street and English Row to facilitate more direct crossings by pedestrians.

Relocate the zebra crossing on Main Street to the corner with the bridge, and widen the footpath towards the bridge.

Relocate the zebra crossing on English Row to align with the existing pedestrian bridge across the Liffey, and widen the footpaths commensurately

### **Speed Limit**

We note that the posted speed limit for the town of Celbridge still remains at 50kph. We suggest that this is an inappropriate speed limit for this town centre with its narrow and busy streets, and that the alteration of this speed limit be considered in line with the most recent advice from the Road Safety Authority. The reduction of the speed limit to the European recognised 30kph urban level, will ensure greater safety and comfort of pedestrians and cyclists in the town centre.

Cyclist.ie is happy to discuss any of the above with the Council and its designers at any stage.

Colm Ryder

[colmryder@gmail.com](mailto:colmryder@gmail.com)

<https://cyclist.ie/>

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KCC-C80-19

James Kelly

Celbridge Town

No

**Title: Additional Pedestrian/Cyclist Crossing Point**

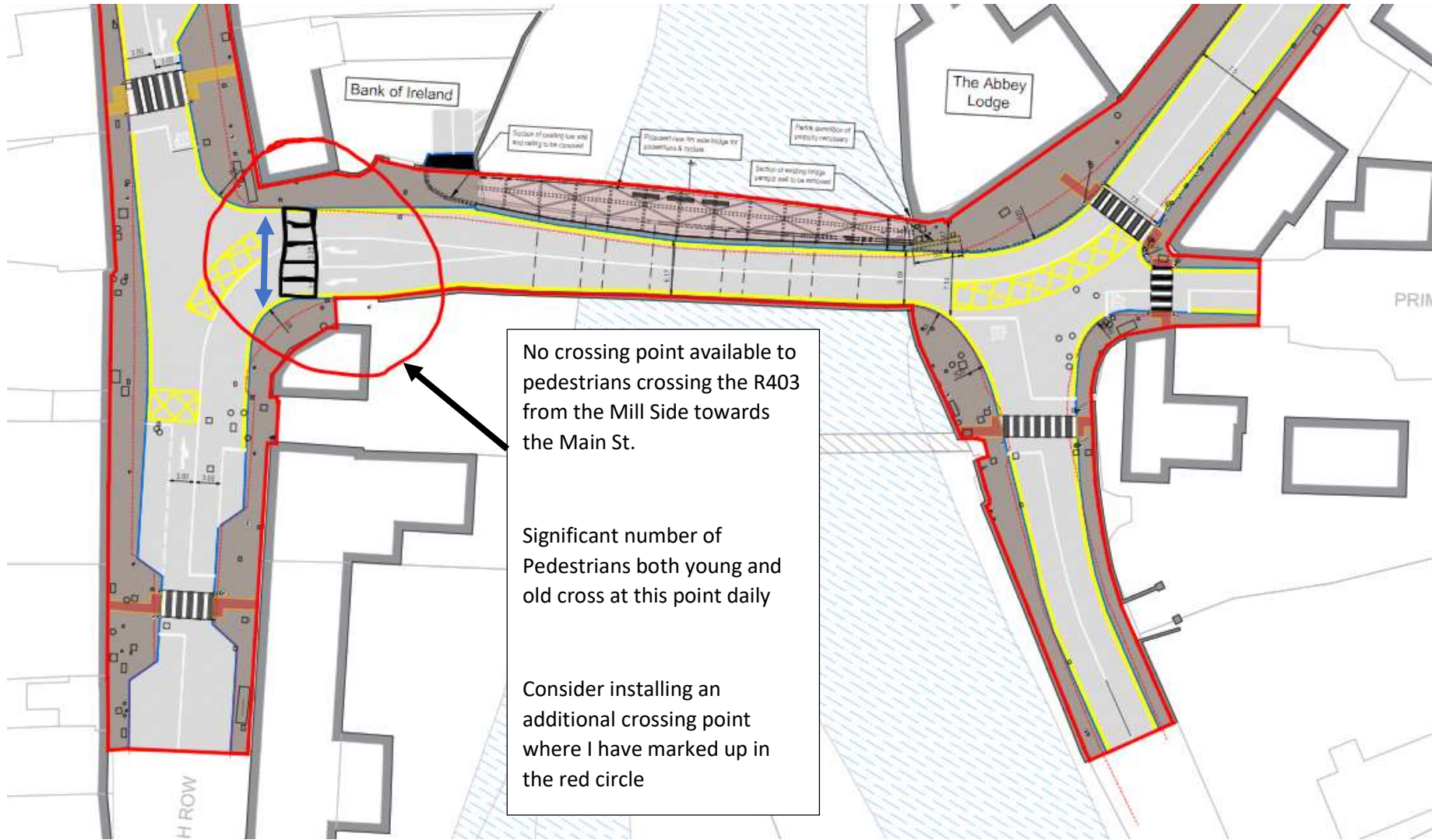
**Theme: Pedestrian/Cycle Bridge**

Good afternoon,

As a resident of Celbridge, I fully support the proposal for the pedestrian bridge as this will provide a much safer option for vulnerable road users crossing the bridge. My only concern is that significant numbers of pedestrians cross the R403 from the previous Bank of Ireland side towards the existing footbridge. In my opinion this unsafe crossing will continue due to its directness. I have attached a sketch of this location and think an uncontrolled crossing of some sort should be considered further. It would also act as a traffic calming measure.

**Attachments (1)**

Submission - Additional Crossing Point at Bridge.pdf



No crossing point available to pedestrians crossing the R403 from the Mill Side towards the Main St.

Significant number of Pedestrians both young and old cross at this point daily

Consider installing an additional crossing point where I have marked up in the red circle

KCC-C80-20

Francis Mullany

No

**Title: Positive benefits for town development strategy****Theme: Celbridge town centre**

I support the concept of the pedestrian/cyclist bridge alongside the existing vehicular bridge:

- It improves connectivity from the south-east side of Celbridge to the north-west side.
- This connectivity is vitally important for pedestrian and cyclist access to the proposed educational campus planned for a site in the Donaghcumper area.
- Expansion of residential estates on the south-east side will increase the need for connectivity to resources on the other side of the river.
- The proposal improves cyclist accessibility to Hazelhatch train station from the north-west side of Celbridge.
- The existing pedestrian bridge from English Row to Newton Road is not fit for purpose – it is too narrow and badly positioned for cyclists.

The aesthetics of the design seem to me to be minimal and unobtrusive – a positive point, given the historical architectural heritage along the river: Castletown, the bridge itself, the Mill, and the Rock bridge further downstream.

**Attachments (1)**

KCC-C80-20-REDACTED-Proposed Pedestrian+Cycle Bridge in Celbridge Town Centre consultation - Francis Mullany submission v1\_Redacted.pdf

KCC-C80-20

Francis Mullany

No

**Title: Proposals for access, including vehicular, cyclist, and pedestrian****Theme: Pedestrian/Cycle Bridge**

Care will be needed to accommodate the main movement desire lines for both pedestrians and cyclists, while not significantly increasing vehicular traffic congestion.

- The restriction of vehicular traffic to two lanes (one in each direction) at the end of Main Street closest to the bridge is needed. This enables an extra pedestrian crossing point at that junction, linking the south-west side of Main Street to the other side of the road. The existing pedestrian crossings points on Main Street are too far up Main Street.
- However, that restriction will cause issues with vehicular traffic. The proposal clearly shows both movements from Main Street sharing the one lane: (a) from Main Street on to the bridge and (b) from Main Street to English Row. Movement (b) is a difficult one for drivers to navigate since there are three other movements with priority over (b), i.e. from the bridge to both Main Street and English Row and from English Row to the bridge. Traffic for this movement is often held up for long periods of time. Currently the impact of traffic coming from Main Street is minimised by the existant of two lanes, one of which accommodates the queue for (b). Forcing that queue to co-exist with traffic turning left on to the bridge will increase congestion on Main Street.

**Proposal:** Eliminate the queue blocking by banning the movement (b) from Main Street onto English Row. Traffic count surveys show that the level of traffic attempting (b) is relatively low anyway.

- **Proposal:** The detailed design should accommodate cyclists coming from English Row wishing to turn right to cross the river. Some form of dipped pavement will be needed on the corner between Main Street and the existing bridge, to allow such cyclists to quickly and safely mount the pavement to gain access to the Main Street side of the bridge.
- **Proposal:** The Dublin Road end of the design should accommodate the possible construction of a future riverbank boardwalk access to a new public park next to the Liffey River, just beyond the Abbey Lodge. Such a park is under discussion for the parts of the Donaghcumper Estate next to the river and owned by Kildare County Council.

**Attachments (1)**

KCC-C80-20-REDACTED-Proposed Pedestrian+Cycle Bridge in Celbridge Town Centre consultation - Francis Mullany submission v1\_Redacted.pdf

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KCC-C80-20

Francis Mullany

No

**Title: PDF document covering my previous observations**

**Theme: part 8**

See attached. Same text used.

**Attachments (1)**

KCC-C80-20-REDACTED-Proposed Pedestrian+Cycle Bridge in Celbridge Town Centre consultation - Francis Mullany submission v1\_Redacted.pdf

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# Kildare County Council Consultation: Part 8 - Proposed Pedestrian/Cycle Bridge in Celbridge Town Centre - Planning Ref. P82022.07

**Submission by: Francis Mullany, [REDACTED]**

**Date: 22 June 2022**

## **Positive benefits of the proposal**

I support the concept of the pedestrian/cyclist bridge alongside the existing vehicular bridge:

- It improves connectivity from the south-east side of Celbridge to the north-west side.
- This connectivity is vitally important for pedestrian and cyclist access to the proposed educational campus planned for a site in the Donaghcumper area.
- Expansion of residential estates on the south-east side will increase the need for connectivity to resources on the other side of the river.
- The proposal improves cyclist accessibility to Hazelhatch train station from the north-west side of Celbridge.
- The existing pedestrian bridge from English Row to Newton Road is not fit for purpose – it is too narrow and badly positioned for cyclists.

The aesthetics of the design seem to me to be minimal and unobtrusive – a positive point, given the historical architectural heritage along the river: Castletown, the bridge itself, the Mill, and the Rock bridge further downstream.

## **Recommendations**

Care will be needed to accommodate the main movement desire lines for both pedestrians and cyclists, while not significantly increasing vehicular traffic congestion.

- The restriction of vehicular traffic to two lanes (one in each direction) at the end of Main Street closest to the bridge is needed. This enables an extra pedestrian crossing point at that junction, linking the south-west side of Main Street to the other side of the road. The existing pedestrian crossings points on Main Street are too far up Main Street.
- However, that restriction will cause issues with vehicular traffic. The proposal clearly shows both movements from Main Street sharing the one lane: (a) from Main Street on to the bridge and (b) from Main Street to English Row. Movement (b) is a difficult one for drivers to navigate since there are three other movements with priority over (b), i.e. from the bridge to both Main Street and English Row and from English Row to the bridge. Traffic for this movement is often held up for long periods of time. Currently the impact of traffic coming from Main Street is minimised by the existent of two lanes, one of which accommodates the queue for (b). Forcing that queue to co-exist with traffic turning left on to the bridge will increase congestion on Main Street.

**Proposal:** Eliminate the queue blocking by banning the movement (b) from Main Street onto



English Row. Traffic count surveys show that the level of traffic attempting (b) is relatively low anyway.

- **Proposal:** The detailed design should accommodate cyclists coming from English Row wishing to turn right to cross the river. Some form of dipped pavement will be needed on the corner between Main Street and the existing bridge, to allow such cyclists to quickly and safely mount the pavement to gain access to the Main Street side of the bridge.
- **Proposal:** The Dublin Road end of the design should accommodate the possible construction of a future riverbank boardwalk access to a new public park next to the Liffey River, just beyond the Abbey Lodge. Such a park is under discussion for the parts of the Donaghcumper Estate next to the river and owned by Kildare County Council.