

13 Kildare County Council

13.1 Introduction

Section 1 – Section 9 of this Noise Action Plan sets out the overarching principles of the Noise Action Plan process, including the existing international, national and regional noise management legislation and guidance, a description of the noise mapping process, and methodologies advocated in the EPA Guidance for identifying and addressing the most important areas, as established by the strategic noise mapping.

This section presents the results of the Noise Action Plan process specifically for the Kildare County Council administrative area within the Agglomeration and sets out the considerations and actions that are specific to Kildare County Council.

The referenced Action Planning Authority (APA) in this section is Kildare County Council.

This section includes details of:

- contact details;
- the APA's consultation process;
- the APA's historical noise action planning process;
- the APA specific noise management policy and guidance;
- the APA specific plans, projects and strategies relevant to noise;
- the results of the strategic noise mapping;
- the areas to be subject to noise management activities ('Priority Important Areas' (PIAs));
- the areas to be considered for preservation for environmental noise quality ('Candidate Quiet Areas' (CQAs));
- the mitigation and protection measures and actions; and
- associated graphical figures.

13.1.1 Name and Contact Details for Responsible Authority

Kildare County Council

Áras Chill Dara

Devoys Park

Naas

Co. Kildare

13.2 Consultation

13.2.1 Stakeholder Consultation

A Period of public consultation will be completed on this draft Noise Action Plan. A summary of the public consultation will be set out in the final Noise Action Plan.

13.3 Review of Noise Action Plan(s)

13.3.1 Round 3 Noise Action Plan (2018-2023)

Round 4 is the first occasion that administrative areas of Kildare County Council have been included in the Dublin Agglomeration.

13.4 Local Noise Management Policy and Guidance

13.4.1 Kildare County Development Plan 2023-2029

Kildare County Development Plan 2023-2029 is the key strategy document which structures the proper planning and sustainable development of land-use across the Kildare County Council administrative area. Within that plan there are goals which include the management of environmental noise from commercial activity sources and from transportation sources which covers most noise nuisance in the county.

- **Chapter 5 Sustainable Mobility & Transport** - Sustainable Transport has positive impacts on noise reduction, removal of sources, lower speeds particularly in urban centres.
- **Chapter 6 Infrastructure & Environmental Services** - Future developments are designed so that noise levels generated by new and existing developments are controlled and in cases where there are licences, monitored.
- **Chapter 14 Urban Design, Placemaking and Regeneration** - Design of our built environment has a direct impact on our health and wellbeing and the reduction of noise is a goal through the provision of public transport, lower speeds and infrastructure designed to achieve these goals.
- **Chapter 15 Development Management Standards** - A key noise from transportation issue in the Kildare County Council administrative area is those residences adjacent to busy transportation corridors. Proposals for residential developments near busy roads in urban areas and adjacent to transportation corridors will be required to demonstrate how the impacts of noise are avoided, prevented, or mitigated and shall have regard to planning guidance issued by the Local Authority and national guidance.

13.4.2 Kildare County Council Corporate Plan 2019-2024

The Kildare County Council Corporate Plan 2019-2024 outlines the strategic goals and initiatives guiding the council's activities over the period of the Plan. It includes considers factors related to infrastructure development, economic growth, environmental sustainability, social inclusion, and governance.

13.4.3 Leixlip Strategic Transportation Assessment, 2019

The Leixlip Strategic Transportation (STA) study informs the revised Local Area Plan (LAP) for Leixlip, aiming to promote active transportation modes. It identifies new paths to enhance access for non-motorized modes to key destinations, aligning with the Greater Dublin Area Cycle Network Plan. Additionally, strategic link routes, if implemented, will improve traffic flows and reduce transportation noise in the urban centre.

13.4.4 Celbridge Local Area Plan 2017-2023

The Celbridge Local Area Plan 2017-2023 outlines development objectives and guidelines for Celbridge's growth and infrastructure over the specified period. It addresses issues such as land use, transportation, housing, environmental protection, and community amenities. The Plan aims to promote sustainable development, enhance quality of life, and ensure that Celbridge continues to thrive as a vibrant community.

13.5 Relevant Plans, Projects and Strategies

13.5.1 BusConnects

Phase 5A of the BusConnects Network Redesign introduces three new bus routes that offer improved access across Kildare and Dublin. This expansion enhances the existing Transport for Ireland (TFI) network by providing upgraded bus services.

13.5.2 Kildare County Council Climate Action Plan 2024-2029

The Kildare County Council Climate Action Plan 2024-2029 outlines strategic initiatives and goals to address climate change within the county. It includes measures to reduce greenhouse gas emissions, promote renewable energy, enhance energy efficiency, improve transportation systems, increase resilience to climate impacts, and engage communities in climate action efforts. The plan likely emphasizes collaboration with stakeholders, integration of climate considerations into decision-making processes, and monitoring of progress towards climate targets.

13.5.3 Noise from Transportation Sources – Planning Advice Note for Applicants, Consultants and Planners

Kildare County Council has issued guidance primarily targeting new developments situated near major transportation corridors, aiming to ensure sustainable development practices across various project types. This guidance specifically addresses noise nuisance stemming from external sources upon the development, focusing primarily on residential applications and noise sensitive locations.

Kildare County Council requires new development to be spatially located or acoustically shielded to achieve the lowest noise levels possible for the particular site and the use of the EPA thresholds to trigger assessment (70dB L_{den} / 57dB L_{night}) is generally regarded as appropriate to infill, legacy and in some cases, common good developments.

13.6 Summary of the Results of the Noise Mapping Process

The Round 4 noise exposure statistics and harmful effects assessment are presented below for the Kildare County Council administrative area. The statistics at Agglomeration level are presented in **Section 5.2**. Exposure statistics are assessed independently for each noise source, and are

summarised for the noise metrics across the noise exposure bands defined in the Regulations. The population exposure statistics have been rounded to the nearest 100 as required by the Regulations.

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13.6.1 Exposure Statistics

Table 75: KCC: Number of People in Dwellings – L_{den}

Noise Exposure (dB L _{den})	All Roads	All Railway	All Industry
55-59	7,100	600	0
60-64	3,000	300	0
65-69	700	500	0
70-74	200	200	0
>=75	0	0	0

*exposure statistics rounded to the nearest 100.

Table 76: KCC: Percentage of Total Population Exposed to the Noise Source – L_{den}

Noise Exposure (dB L _{den})	All Roads	All Railway	All Industry
55-59	19 %	2 %	0 %
60-64	8 %	1 %	0 %
65-69	2 %	1 %	0 %
70-74	1 %	1 %	0 %
>=75	0 %	0 %	0 %

Table 77: KCC: Number of School Buildings (& Hospital Buildings) – L_{den}

Noise Exposure (dB L _{den})	All Roads	All Railway	All Industry
55-59	04 (00)	00 (00)	00 (00)
60-64	04 (00)	00 (00)	00 (00)
65-69	02 (00)	00 (00)	00 (00)
70-74	00 (00)	00 (00)	00 (00)
>=75	00 (00)	00 (00)	00 (00)

Table 78: KCC: Number of People in Dwellings – L_{night}

Noise Exposure (dB L _{night})	All Roads	All Railway	All Industry
50-54	3,700	300	0
55-59	700	400	0
60-64	200	300	0
65-69	0	0	0
>=70	0	0	0

*exposure statistics rounded to the nearest 100.

Table 79: KCC: Percentage of Total Population Exposed to the Noise Source – L_{night}

Noise Exposure (dB L _{night})	All Roads	All Railway	All Industry
50-54	10 %	1 %	0 %
55-59	2 %	1 %	0 %
60-64	1 %	1 %	0 %
65-69	0 %	0 %	0 %
>=70	0 %	0 %	0 %

Table 80: KCC: Number of School Buildings (& Hospital Buildings) – L_{night}

Noise Exposure (dB L _{night})	All Roads	All Railway	All Industry
50-54	04 (00)	00 (00)	00 (00)
55-59	02 (00)	00 (00)	00 (00)
60-64	00 (00)	00 (00)	00 (00)
65-69	00 (00)	00 (00)	00 (00)
>=70	00 (00)	00 (00)	00 (00)

Table 81: KCC: Total number of Noise Sensitive Buildings

Noise Sensitive Building	Number of Noise Sensitive Buildings
Schools	18
Hospitals	0

13.6.2 Harmful Effects

The exposure of harmful effects is assessed independently for each source. Where the same people are simultaneously exposed to different noise sources, the harmful effects may not, in general, be cumulated, however can be compared to identify proportional significance.

Table 82 presents the calculated harmful effects in the case of road traffic noise for the Agglomeration, and **Table 84** presents the calculated harmful effects from railway noise.

As shown in **Table 83** and **Table 85** the statistical proportion of the total population with harmful effects associated with road traffic and rail noise in the Kildare County Council administrative area is slightly lower than those across the Agglomeration.

Table 82: KCC: Breakdown of Harmful Effects in the Case of Road Noise – Total Number of People – All Sources

Harmful Effect	Dublin Agglomeration	Kildare County Council
Ischaemic Heart Disease	101.22	1.70
Highly Annoyed	108,380.07	2,046.50
Highly Sleep Disturbed	28,995.87	525.59

Total Populations

Dublin Agglomeration: 1,355,967.68,

APA Proportions within Agglomeration: Dublin City Council: 501,896.48, Fingal County Council: 297,128.60, South Dublin County Council: 278,984.11, Dún Laoghaire County Council: 210,520.78, Kildare County Council: 37,447.86, Wicklow County Council: 29,989.86

Table 83: KCC: Breakdown of Harmful Effects in the Case of Road Noise – % of Population – All Sources

Harmful Effect	Dublin Agglomeration	Kildare County Council
Ischaemic Heart Disease	0.01%	0.00%
Highly Annoyed	7.99%	5.46%
Highly Sleep Disturbed	2.14%	1.40%

Table 84: KCC: Breakdown of Harmful Effects in the Case of Railway Noise – Total Number of People – All Sources

Harmful Effect	Dublin Agglomeration	Kildare County Council
Highly Annoyed	21,051.97	368.84
Highly Sleep Disturbed	10,986.94	182.22

Table 85: KCC: Breakdown of Harmful Effects in the Case of Railway Noise – % of Population – All Sources

Harmful Effect	Dublin Agglomeration	Kildare County Council
Highly Annoyed	1.55%	0.98%
Highly Sleep Disturbed	0.81%	0.49%

13.7 Noise Management Activities (Industry)

The industry sites included within the Agglomeration strategic noise maps are limited to Industrial Emission (IE) sites as regulated by the EPA under the IPPC Directive 96/61 EC, and any ports. Strategic noise maps of the industrial noise emissions at agglomeration level are shown in **Table 7** and **Figure 8** listed in **Section 5.2**. Maps for the Kildare County Council administrative area are provided **Figure 76** in to **Figure 77** in **Section 13.12**.

The data upon which the industry noise emission models have been developed includes default values, therefore model outputs are a strategic representation of industry noise levels, rather than being site specific.

The Noise Action Plan does not include any Priority Important Areas for industry mainly due to the lower exposure statistics reported. Notwithstanding, there will be a need for ongoing management of noise issues from industrial sites through noise complaints, development and licence application. In this regard the APA may use the maps to support this process and should continue to consult and collaborate with the EPA who have overall responsibility for site specific noise management of waste, Industrial Emission (IE) and Integrated Pollution Control (IPC) licensed sites.

13.8 Priority Important Areas

The methodology for identifying the Most Important Areas and the shortlist of Priority Important Areas, which will be subject to noise management activities, is set out in **Section 8.4**. The Priority Important Areas for Kildare City Council are listed in **Table 86** and **Table 87**, which summarise a range of statistics and information for each area, as follows:

Table 86 presents the statistics for each Priority Important Area including population, details of the harmful effects and numbers of people exposed to noise levels above the Important Areas noise limit value.

Table 87 repeats the key statistics but presents the population and harmful effects statistics as a percentage of the total population of the Kildare County Council administrative area.

Table 88 presents the number of people exposed to rail traffic noise (L_{den} and L_{night}) in each rail Priority Important Area broken down by noise bands set out in the Regulations.

It should be noted that Ischemic Heart Disease (IHD) is not calculated for railway noise, where Statutory Instrument No. 663/2021 – European Communities (Environmental Noise) (Amendment) Regulations 2021 (S.I 663/2021)⁵³ states:

“For IHD in the case of railway and aircraft noise, the population exposed above adequate Lden levels is estimated as subject to an increased risk of IHD, while the exact number N of cases of IHD cannot be calculated.”

With reference to the noise management frameworks described in **Section 8.4**, Kildare County Council will, subject to resources and funding, undertake an assessment of the noise mitigation measure options relating to the Priority Important Area within the life cycle of the Noise Action Plan. This will include discussions across relevant sections within Kildare County Council, Iarnród Éireann and Transport Infrastructure Ireland in the case of rail Priority Important Areas.

Figures presenting the Most Important Areas and Priority Important Areas are included in **Section 13.12**.

- **Figure 78** shows the full set of Most Important Areas for Kildare County Council and from which the shortlist of Priority Important Areas have been selected.
- **Figure 79** presents an overview of all the shortlisted Priority Important Areas in Kildare County Council.
- **Figure 80** and **Figure 81** present a more detailed plan of each Priority Important Area.

⁵³ <https://www.irishstatutebook.ie/eli/2021/si/663/made/en/print> [Accessed March 2024]

Table 86: KCC Priority Important Area (PIA) Summary (1)

PIA	Source	MIA Criterion (People HA per 100m ²)	Area (m ²)	Total Population*	Harmful Effects Statistics**			Number of People Above Important Areas Noise Limit Value***			
					HA	HSD	IHD	Road 53dB L _{den}	Road 45dB L _{night}	Railway 54dB L _{den}	Railway 44dB L _{night}
KCC_1	RAIL	15	9,000	89.7	30.2	17.1	-	-	89.7	89.7	
KCC_2	RAIL	15	3,900	48.74	13.18	6.78	-	-	42.51	48.75	

* Total population inside all Most Important Areas (MIAs) associated with the Priority Important Area (PIA)

** The harmful effects presented in this table are determined from a statistical approach across the whole population covered by the noise maps, and should not be considered to be an accurate assessment of the possible health effects at any specific building

*** The total population that are exposed to noise levels above the Important Areas noise limit value (see Section 6.4) within the MIA(s) associated with the PIA

Table 87: KCC: Priority Important Area (PIA) Summary (2)

PIA	Source	MIA Criterion (People HA per 100m ²)	Area (m ²)	Total Population *	Harmful Effects Statistics**			Percentage Population ***	Percentage Harmful Effects****		
					HA	HSD	IHD		HA	HSD	IHD
KCC_1	RAIL	15	9,000	89.7	30.2	17.1	0.2%	1.5%	3.3%		
KCC_2	RAIL	15	3,900	48.74	13.18	6.78	0.1%	0.6%	1.3%		

* Total population inside all Most Important Areas (MIAs) associated with the Priority Important Area (PIA)

** The harmful effects presented in this table are determined from a statistical approach across the whole population covered by the noise maps, and should not be considered to be an accurate assessment of the possible health effects at any specific building

*** Percentage of the total population inside all MIAs associated with the PIA from the total population in the APA administrative area

**** Percentage of the total harmful effect inside all MIAs associated with the PIA from the harmful effects of the APA administrative area

Table 88: KCC: Priority Important Area (PIA) Summary (Rail Noise – All Sources)

PIA	Source	Number of People in Noise Exposure Band (dB L _{den})					Number of People in Noise Exposure Band (dB L _{night})				
		55-59	60-64	65-69	70-74	>=75	50-54	55-59	60-64	65-69	>=70
KCC_1	RAIL	3.98	0	30	55.72	0	0	15	70.72	0	0
KCC_2	RAIL	3.14	24.92	0	20.64	0	24.97	3.09	20.64	0	0

13.9 Areas to be Preserved for Environmental Noise Quality

The approach and criteria used to identify Candidate Quiet Areas for the Agglomeration has been explained in **Section 7.3**, and the Candidate Quiet Areas are presented in **Section 7.3.2**. Those located within the Kildare County Council administrative area are summarised in **Table 89** and shown in **Figure 82** presented in **Section 13.12**.

Investigations into whether there is an appropriate benefit to delimiting the Candidate Quiet Area as a Quiet Area may include consideration of sound pressure measurements, visitor experience, expert assessment, and other local community evaluation criteria (see **Section 7.4**).

Given the resources available it may not be possible to investigate all Candidate Quiet Areas summarised in **Table 89** during the implementation of the Noise Action Plan. Therefore, Kildare County Council will aim to prioritise a shortlist of areas for initial focus. This selection process shall consider aspects such as the median noise level, population within 1,000m, size of the area and relevant local factors such as amenity/community value.

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Table 89: KCC: Summary of Candidate Quiet Areas (CQAs)

CQA ID	Name	Easting	Northing	Area (m ²)	Pop. Within 1,000m	Noise Level, L _{Aeq, 16hr} , dB	Area of CQA below 45 dB L _{Aeq, 16hr} (m ²)	CQA Criteria
KCC_17	Celbridge Abbey	696633	732188	31,431	9,105	49	7,136	A
KCC_23		700042	736465	71,734	11,962	47	21,918	A
KCC_1		699786	733971	6,128	173	52	0	R
KCC_20		698891	733703	8,410	434	50	25	R
KCC_26		699794	732699	15,708	156	54	364	R
KCC_13	The Wonderful Barn, Leixlip	699197	735405	174,493	8,683	62	500	#

CQA Criteria: A – Absolute CQA, R – Relative CQA, * - Existing designated Quiet Area, # - APA requested CQA

13.10 Noise Management Framework - Measures and Actions

An overview of the general prevention, protection and mitigation measures that could be considered for the management of noise from road, rail and industry within the Agglomeration is presented within **Section 8**.

This section considers those measures in a local context, together with key local noise management related policy guidelines and local and regional projects and set out the framework that Kildare County Council intends to follow to help manage and mitigate the effects of exposure to environmental noise from the Dublin Agglomeration. A portion of Kildare County Councils functional area is adjacent and included in the Dublin Agglomeration for continuity and impact in the noise assessment exercise.

The environmental noise management measures within the framework are presented across the three policy principal categories covered by the Noise Policy Statement, together with a fourth supporting 'General' category as follows.

- General – Noise Management Measures
- Prevention – Noise Management Measures
- Protection – Noise Management Measures
- Mitigation – Noise Management Measures.

In some instances, measures do not necessarily stand in isolation and may be relevant for, or overlap, with other categories.

Furthermore, the measures collectively support the Responsible Aims which underpin the Policy Statement.

When considering the broader framework of measures and actions aimed at mitigating exposure to environmental noise from the transport and industry sectors, it is important to emphasize that Kildare County Council, in some instances, does not have exclusive ownership or influence over certain noise sources, areas, and the measures presented in this Noise Action Plan (NAP). Many of the measures and actions will require input, collaboration, and execution by other infrastructure owners, along with support from government departments and bodies through relevant legislation and funding.

In addition to third-party collaboration, the successful implementation of this NAP will also depend on the availability of adequate resources to execute the proposed measures and actions.

The measures are described below, across each of the four categories.

13.10.1 General – Noise Management Measures

General noise management measures cover a range of activities to support the implementation of the Noise Action Plan including other measures across the other policy principal categories.

Measure KCC_M1: Support the Development of National Noise and Other Related Policy and Guidance

At present there is no national policy relating specifically to noise other than specific objectives set out within a range of national plans and strategies such as Policy Objective 65 from the National Planning Framework 2040. Furthermore, there is no adopted consistent national approach for Local Authorities to apply in the evaluation of noise issues at the planning application stage. Some have developed their own guidelines, and many apply the ProPG approach which is used within the UK. Development of national policy and guidelines will be the responsibility of the Department of Environment, Climate and Communications (DECC).

In addition to specific national policy and guidance relating to noise, other national policy and guidance can have an indirect impact on noise related issues. An example includes the National Speed Limit Review. Kildare County Council aim to carry out that review (commencing mid 2024) which will (pending the issue of guidance) result in considerably lower speed limits and a corresponding reduction in noise from Transportation on Local and Urban Roads.

Kildare County Council has published its own planning guidance document in the absence of national guidance, available as a download from the Kildare County Council website, for new development, aimed at informing applicants and their agents, and will also actively support and engage with the development of national policy and guidance on the subject of noise and all related policy. Link is:

<https://kildarecoco.ie/YourCouncil/Publications/Roads/KCC%20Transportation%20Noise%20Planning%20Advice%20Note%20Feb%202022.pdf>

Measure KCC_M2: Noise Action Plan Working Group(s) - Action Planning Authorities and Transport Infrastructure Owners

Kildare County Council will support the establishment of relevant noise working groups to coordinate and collaborate with other Dublin agglomeration APAs and the relevant Noise Mapping Bodies (Transport Infrastructure Ireland, Iarnród Éireann and Dublin Airport Authority) in respect of noise management issues in general and mitigation measures at a Priority Important Area level.

Measure KCC_M3: Annual Report to Environment Protection Agency (EPA)

Kildare County Council will prepare an annual report for the EPA setting out progress made in respect of the implementation of the Noise Action Plan, including the investigations of

Priority Important Areas and implementation of noise mitigation measures for those areas and other general areas.

In addition, progress with respect to the assessment of the Candidate Quiet Areas will be presented together with any recommendations for referring any of these areas to the EPA and the Minister for designating as a Quiet Area. Kildare County Council will liaise with relevant third-party infrastructure owners in respect of progress made by them with implementing actions that may be relevant for them and their infrastructure.

Measure KCC_M4: Investigation and Management of Noise Complaints

Kildare County Councils Environment Section investigates complaints under the provisions of the Environmental Protection Agency Act 1992 (Noise) Regulations 1994 and has regard to best national/ international best practice guidelines and standards and planning enforcement where deemed appropriate.

Measure KCC_M5: Stakeholder Collaboration

Kildare County Councils Environment Section actively collaborates with a number of stakeholders in relation to potential and existing noise nuisances:

- **EPA - IPC Licences** - KCC refers noise complaints received in relation to IPC licences directly to the EPA, assists the EPA with the investigation of these complaints where required.
- **Irish Rail /Public Bus Company Services** – Both the Environment and Transportation sections of the Council collaborate where necessary and liaise with Irish Rail /Bus Companies in relation to complaints, nighttime works, and infrastructure projects which may increase noise levels.

Collaboration is not necessarily limited to the above stakeholders and will include others where required.

Measure KCC_M67: Ongoing Community Engagement

A key requirement in the development of the strategic noise maps and Noise Action Plan is that the information is made available to the public in a clear, comprehensible, and accessible manner. Furthermore, the public should be consulted on the preparation of the Noise Action Plan, provided with the opportunity to participate and comment on the Noise Action Plan, and the feedback from public engagement should be considered when finalizing the Plans.

To date the strategic noise maps, together with background information, has been published on Kildare County Councils website. Furthermore, engagement is proposed through the relevant Strategic Policy Committee.

13.10.2 Prevention – Noise Management Measures

Measure KCC_M7: Planning Application Advice, Conditioning and Enforcement

Kildare County Council's Environment Section consults directly with the Planning Department advising on planning applications and enforcement of planning conditions in relation to noise emissions. The Unit has standard planning conditions for this purpose.

In reviewing and advising on planning applications Kildare County Council will give due consideration to the existing strategic noise maps and this Noise Action Plan. For the construction phase and the operational phase of all developments (that require planning permission) appropriate limits and/or other requirements will be set in planning conditions. As noted in KCC_M1 above, Transportation Section perform a similar function and ensure developers/applicants are aware of the Councils requirements as per the local planning guidance document "Noise from Transportation Sources" available from the Kildare County Council website

13.10.3 Protection – Noise Management Measures

Measure KCC_M8: Evaluation of Shortlisted Candidate Quiet Areas

In addition to co-operating with the Dublin Local Authorities on Candidate Quiet Areas that straddle the County Kildare and Dublin administrative boundary, the agglomeration will be included in Kildare County Council's GIS system, to provide ease of consideration of planning conditions to retain, and improve, if possible, their recreational value.

Subject to resources, the council will undertake organised "sound-walks" or other applicable methodologies to make a recommendation on improvements and awareness of the Candidate Quiet Areas.

13.10.4 Mitigation – Noise Management Measures

Existing Plans, Projects and Strategies

Measure KCC_M9: Support the Implementation of Relevant Plans, Projects and Strategies

Kildare County Council will support the implementation of relevant plans and projects which aim to deliver more sustainable infrastructure and services. Key examples include;

- The Greater Dublin Area Transport Strategy
- The National Transport Authority Sustainable Transportation Program
- Kildare Public Realm Program
- Various urban relief road projects.

Given the very gradual positive impact on noise reduction programs that infrastructure works have, it is proposed, subject to resources, to commence an annual rolling noise measurement program in the larger urban areas, to gather information and confirm the expected decrease in noise nuisance. This will include the impact of other measures, Government policy to considerably lower speed limits in the first two-years of this plan

(which will principally reduce tyre noise in urban areas), electrification of public transport vehicles, smaller commercial vehicles and of cars (which will reduce engine noise), during the lifetime of this plan. This will apply countywide and include the portion of Kildare in the Agglomeration of Dublin.

Priority Important Areas

Measure KCC_M10: Evaluation of each Priority Important Area

Kildare County Council will complete an evaluation of each of the two rail Priority Important Areas identified in this chapter of the Noise Action Plan. The infrastructure owner in relation to these noise sources is Irish rail and as such it will be critical that the evaluation includes significant input from Irish Rail.

The objective of the evaluation process will be to confirm the validity of the Priority Important Areas and identify the most appropriate noise mitigation measures through detailed economic and health benefits appraisal. The steps in the evaluation process are described in **Section 8.4**.

Measure KCC_M11: Review Road Maintenance Works Programme for Noise Benefits in Noise Sensitive areas/buildings

Kildare County Council implements an annual programme of road maintenance works. The works packages included within each annual programme are identified based on road condition and other relevant criteria such as customer enquires, road safety etc.

While no road-related Priority Important Areas have been identified for the Kildare part of the Dublin agglomeration, it is nevertheless proposed to work with the Road maintenance section to provide GIS data to assist, where possible, road noise within the decision criteria process and to support the use of low noise road surface types where feasible and appropriate to do so.

In particular consideration will be given to developing a prioritisation list of those areas where road surface improvements would have the greatest noise reduction impact (adjacent to noise sensitive locations) and a methodology to enable these to be considered in conjunction with road condition when considering locations for inclusion within annual works programmes.

The road surface type is a key parameter which influences the level of road traffic noise. While a range of road surface types exist and/or are used within Kildare urban areas, the two most common are Hot Rolled Asphalt (HRA) and, more recently Stone Mastic Asphalt (SMA). The former is known to result in higher road traffic noise emissions, the latter as a lower noise surface. Kildare County Council will continue the existing policy to promote the use of SMA over HRA, subject to other overriding engineering concerns.

Measure KCC_M12: Implementation of Recommended Noise Mitigation Measures

Subject to financial and personnel resources, Kildare County Council will implement measures deemed technically, economically, and environmentally justified as part of this round of the Noise Action Plan or future rounds.

Implementation will involve reviewing the effectiveness of the measures through monitoring where appropriate as outlined in the above paragraphs. The implementation of measures related to infrastructure not under Kildare County Council responsibility should be carried out by the third parties responsible for that infrastructure or where agreed as a collaborative effort involving both bodies, working for the common good. Kildare County Council will coordinate with all parties, in monitoring progress and in reporting to the EPA as part of the annual report.

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13.11 Noise Action Plan Implementation

A summary of the proposed noise management measures and actions is set out in **Section 13.10.1**.

This Noise Action Plan is supported by a four-year programme for implementation (2024-2028), with progress reported to the EPA on an annual basis.

Implementation of these measures and actions is subject to resources, appropriate funding being made available and collaboration with relevant key stakeholders and infrastructure owners.

13.12 Figures

Figures supporting the APAs strategic noise mapping results are set out in the following section. The figures include a graphical representation of:

- Industry noise contours – to assist with the engagement between the APA, NMBs and EPA;
- the Most Important Areas – locations where harmful effects are highest;
- the Priority Important Areas – Most Important Area or groups of Most Important Areas which will be addressed during the implementation of the Noise Action Plan; and
- the Candidate Quiet Areas identified as candidates to be preserved for their environmental noise quality.

Figure 76: KCC: Industry – Noise Exposures Exceeding 55 dB L_{den}

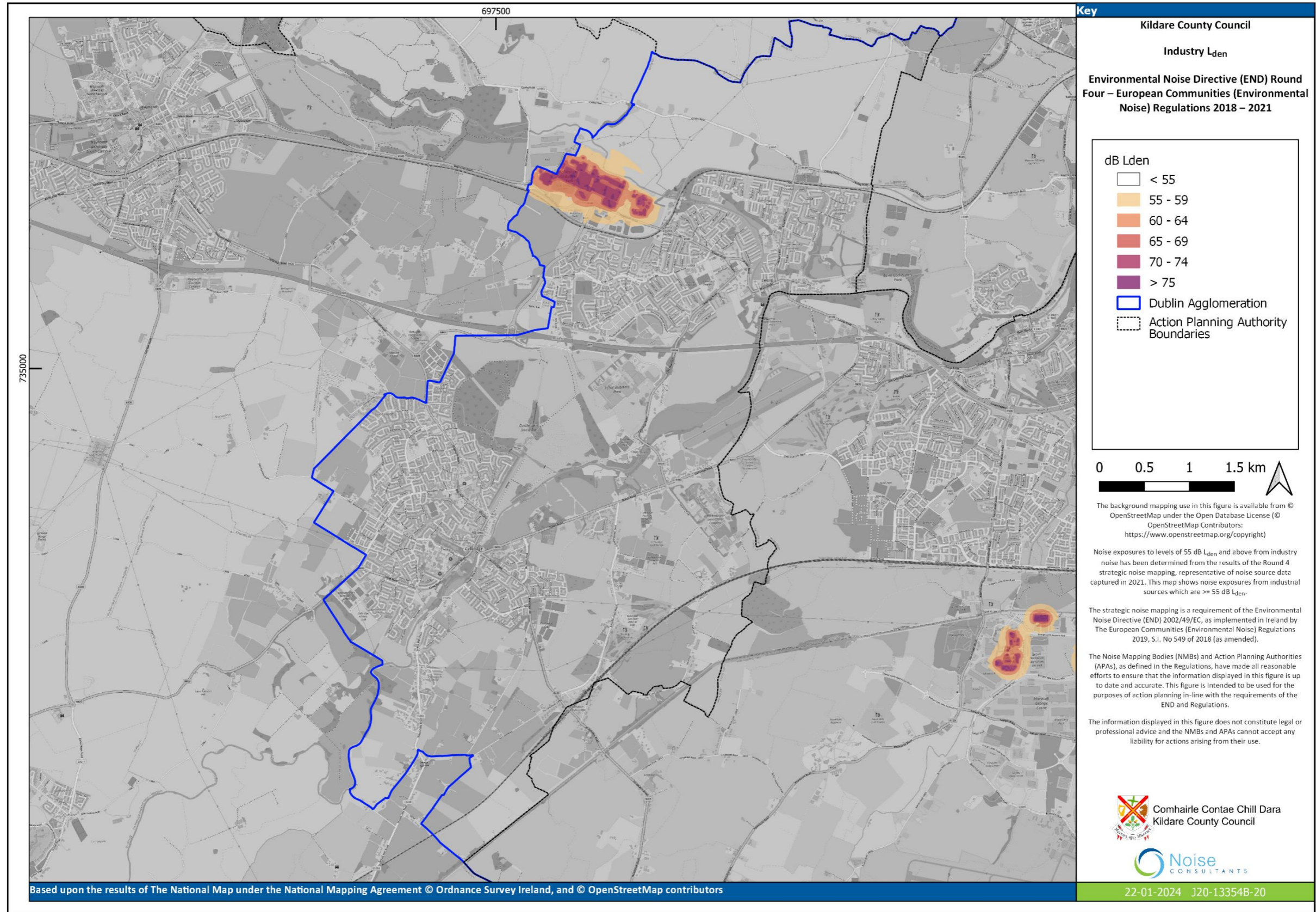


Figure 77: KCC: Industry – Noise Exposures Exceeding 55 dB L_{den} (Focussed Area 1)

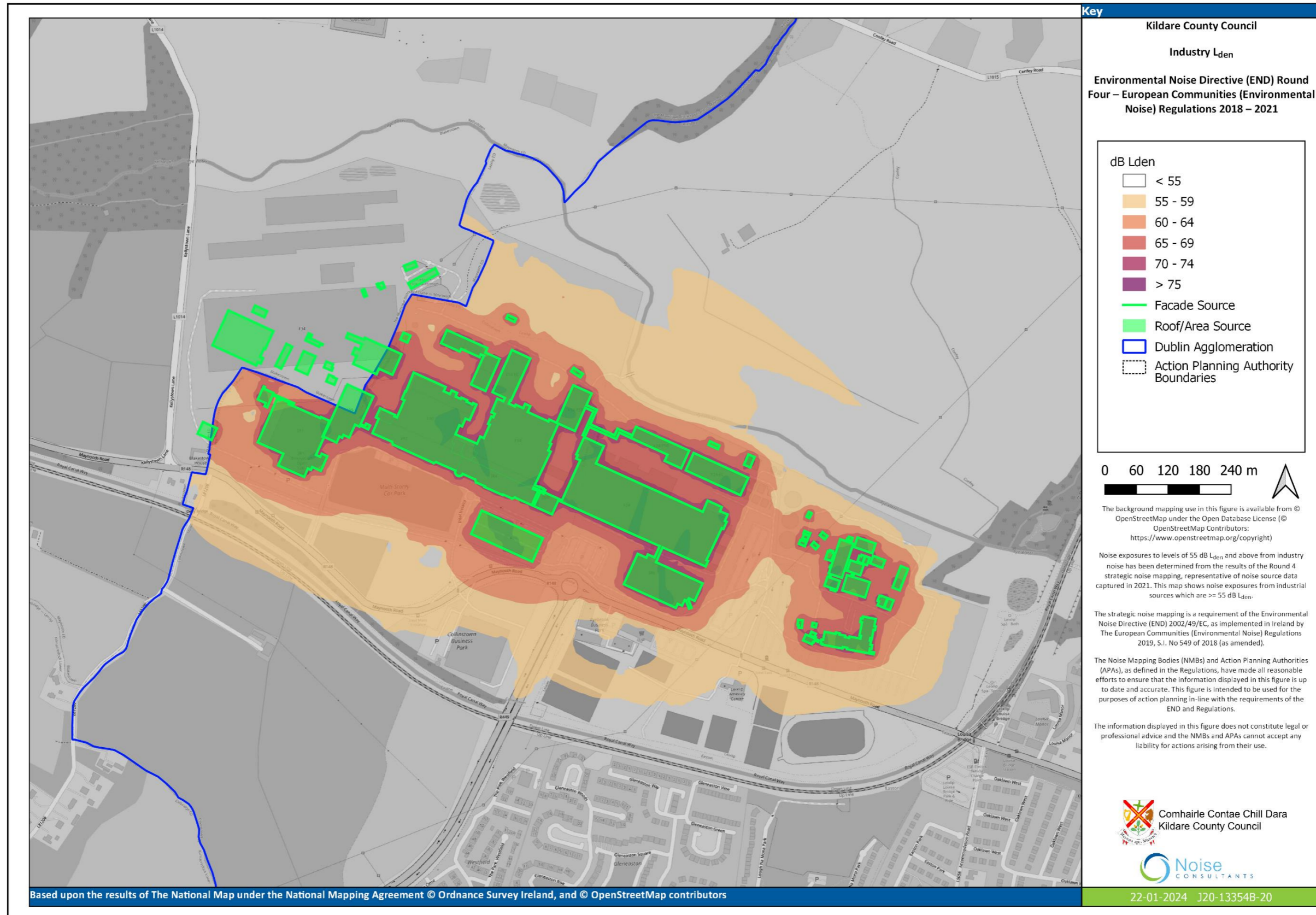


Figure 78: KCC: Most Important Areas (MIAs)

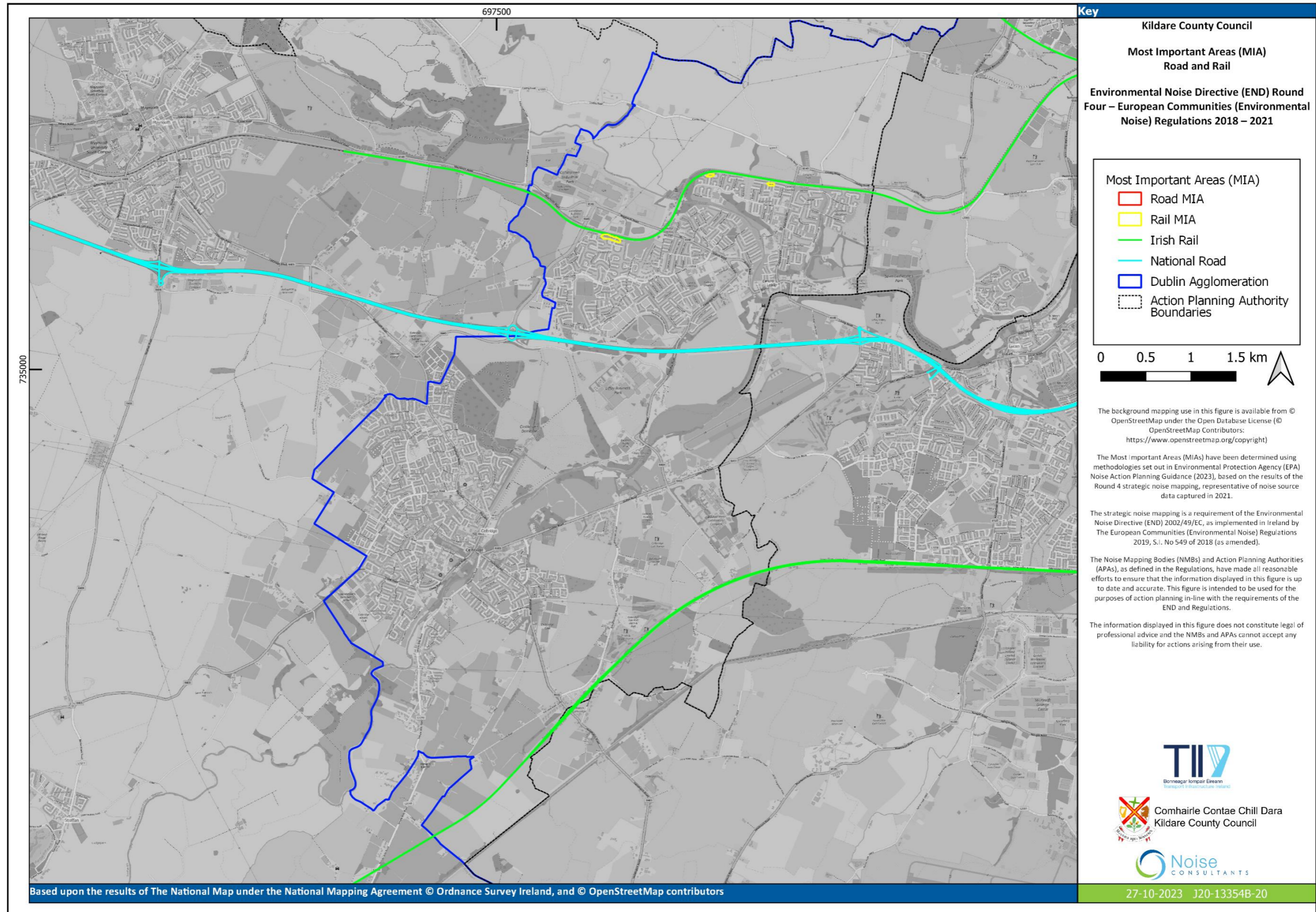


Figure 79: KCC: Priority Important Areas (PIAs)



Figure 80 KCC: Priority Important Area 1 (PIA 1)

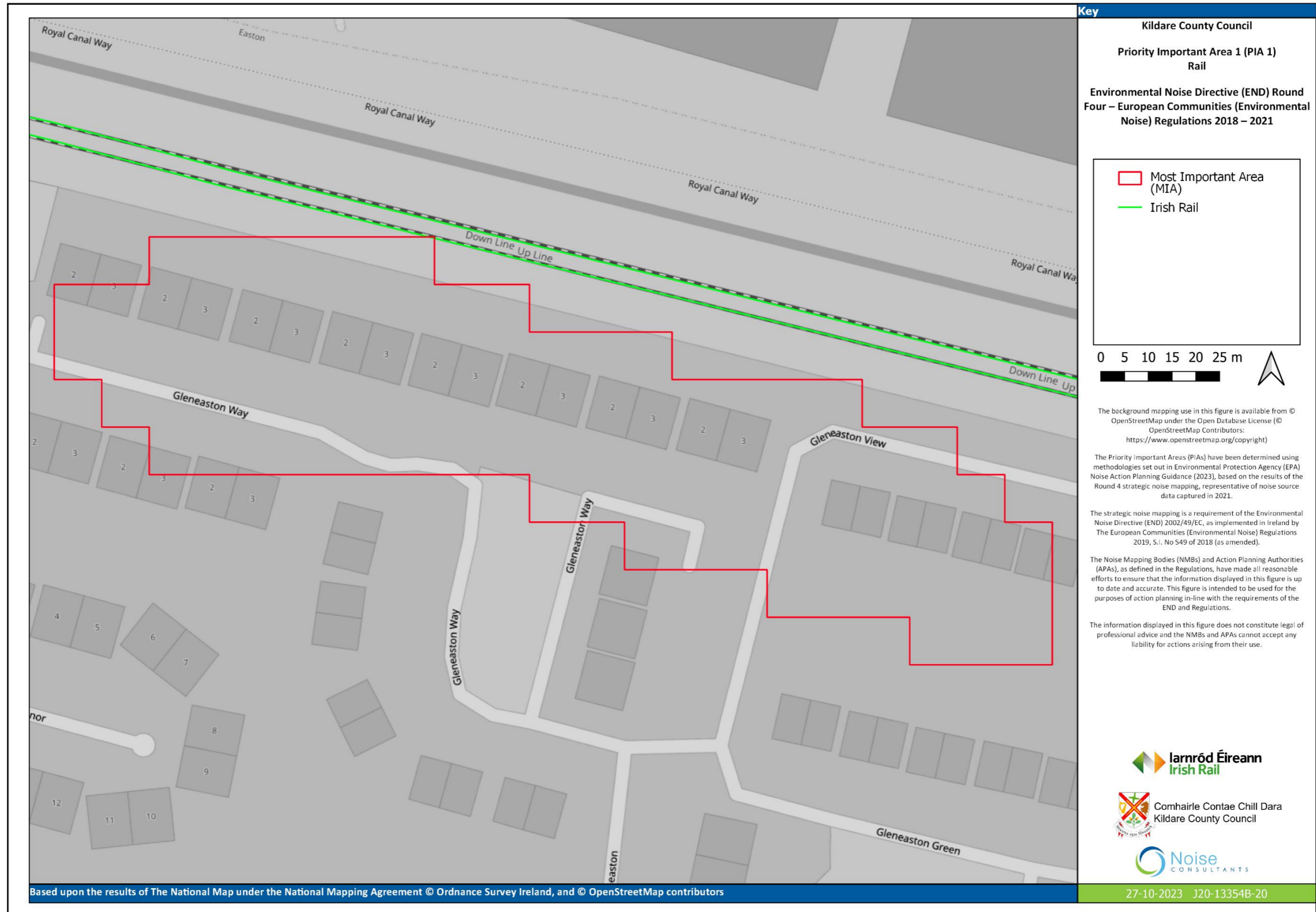


Figure 81: KCC: Priority Important Area 2 (PIA 2)



Figure 82: KCC: Candidate Quiet Areas (CQAs)

