

Kildare County Council
Kildare Town Transport Strategy
SEA Screening Report

Ref/1

Issue | 15 December 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 278388-00

Ove Arup & Partners Ireland Ltd

Arup
50 Ringsend Road
Dublin 4
D04 T6X0
Ireland
www.arup.com

ARUP

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1 Introduction

Kildare County Council’s Kildare Town Transport Strategy (KTTS) aims to secure long-term improvements to transport in Kildare Town to ensure growing use of sustainable travel modes. The KTTS will provide supportive analysis which will assist in providing evidence-based development of future revisions of the Kildare Town Local Area Plan.

Arup has been commissioned by Kildare County Council to prepare a report for the purposes of Strategic Environmental Assessment (SEA) Screening of the KTTS.

SEA Screening is defined in the relevant guidance documents¹ as “the process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.”

The purpose of this document is to carry out a screening exercise to determine, in respect of the KTTS, if SEA is required to be carried out in accordance with the European Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (“SEA Directive”) as transposed by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), as amended.

This SEA Screening Report provides the findings of the SEA Screening process for the KTTS.

2 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is ‘*the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt that plan or programme.*’ (Department of the Environment, Community and Local Government, 2004).

SEA is a systematic, on-going process for evaluation, at the earliest possible stage, of the environmental quality and consequences of implementing certain plans and programmes on the environment.

The SEA Screening process determines whether a SEA of a Plan or Programme is required. This is the current stage of the SEA process to which this report relates.

If SEA is required following Screening, the following steps are required:

¹ *Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities* (Department of the Environment, Community and Local Government, 2004)

- Scoping: Consultation with the defined statutory bodies on the scope and level of detail to be considered in the assessment;
- Environmental Assessment: An assessment of the likely significant impacts on the environment as a result of the Plan or Programme;
- Preparation of an Environmental Report;
- Consultation on the Plan or Programme and associated Environmental Report;
- Evaluation of the submissions and observations made on the Plan or Programme and Environmental Report; and
- Issuance of a SEA Statement identifying how environmental considerations and consultation have been integrated into the Final Plan or Programme.

SEA is intended to provide the framework for influencing decision-making at an earlier stage when plans and programmes - which give rise to individual projects - are being developed. SEA should result in more sustainable development through the systematic appraisal of policy options.

3 Guidance and Legislation

3.1 Legislative Overview

The SEA Directive - *Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment* - requires that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.

The objective of the SEA Directive is *'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans...with a view to promoting sustainable development'* (Article 1 SEA Directive 2001).

In Ireland, the SEA Directive has been transposed into national legislation through the following regulations:

- S.I. No. 435 of 2004 (European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by S.I. No. 200 of 2011 (European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011)
- S.I. No. 436 of 2004 (Planning and Development (Strategic Environmental Assessment) Regulations 2004, as amended by S.I. No. 201 of 2011 (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

3.2 Guidance Documents

Several national guidance documents on SEA were reviewed in the preparation of this SEA Screening Report, including:

- Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (EPA, 2013)
- Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities (Department of the Environment, Community and Local Government, 2004)
- Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (European Commission, ND)
- SEA Resource Manual for Local and Regional Planning Authorities (EPA, 2015)
- Integrating Climatic Factors into Strategic Environmental Assessment in Ireland - A Guidance Note (EPA, 2019)
- Synthesis Report on Developing A Strategic Environmental Assessment (Sea) Methodologies For Plans And Programmes In Ireland (EPA, 2003)

4 Kildare Town Transport Strategy

4.1 Policy Context

The KTTS is influenced by several national, regional, and local policies and shaped by the broader European context. These policies include but are not limited to:

4.1.1 National Policy

National Planning Framework

The National Planning Framework (NPF) is the overarching policy and planning framework for the social, economic, and cultural development of the country. Priorities for the Eastern and Midland Region, which includes Kildare, are:

“Enabling the complementary development of large and county towns in the wider Greater Dublin Area and Midland areas on the key strategic and public transport routes in a regionally co-ordinated manner, with an enhanced emphasis on measures to promote self-sustaining economic and employment-based development opportunities to match and catch-up on rapid phases of housing delivery in recent years.”

“Building on the progress made in developing an integrated network of greenways, blueways and peatways, that will support the diversification of rural and regional economies and promote more sustainable forms of travel and activity-based recreation utilising canal and former rail and other routes.”

The most relevant National Strategic Outcomes to the KTTS are: NSO 1 Compact Growth, NSCO 2 Enhanced Regional Accessibility, and NSO 4, Sustainable Mobility. High level National Policy Objective 27 is to also applicable:

“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.”

National Development Plan 2018-2027

The National Development Plan (NDP) outlines the investment priorities that underpin the implementation of the NPF. The NDP identifies 10 national strategic outcomes which the Government intends to achieve in the lifetime of the plan. The NDP sets out funding for the procurement of an additional 300 rail carriages which will increase service provision of the Kildare line and thus benefit Kildare Town.

Climate Action Plan 2021 (outcoming, Q3) and Climate Action Plan 2019

The outcoming Climate Action Plan 2021 (expected Q3) presents the most recent thinking to support this project. The Plan is the roadmap for Ireland becoming a climate neutral economy and resilient society by 2050, to meet Ireland’s net-zero commitment. The Plan replaces the Climate Action Plan 2019.

Key policies in the existing Climate Action Plan (2019) to make transport less carbon intensive include:

- The successful execution of the NPF designed to promote compact, connected and sustainable living;
- Expansion of walking, cycling and public transport to promote modal shift; and
- Better use of market mechanisms to support modal shift.

4.1.2 Regional Policy

Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 is the framework for the future growth of the region in the mid- to long-term. The RSES Settlement Strategy considers Kildare Town as being within the Core Region of the Eastern and Midland Region.

Further to this the RSES notes the value of developing and improving the Strategic Greenway network with reference to the Grand Canal Greenway, from the Docklands through the southern inner suburbs, to Naas, Newbridge and Kildare and connecting to the Barrow Way.

Kildare is classed as a Level 3 town in terms of retail function. Level 3 is designated to a town and or District Centre and Sub-County Town Centre (Key Service Centre). Kildare Town is also noted within the Strategic Natural, Cultural and Green Infrastructure Assets in the Region as being one of the Medieval, historic and walled towns. Kildare Town is outlined as being one of the designated Irish Heritage Towns. The RSES states that: “These built heritage assets are a non-renewable resource that contribute to our understanding of our past, and the well-being and quality of life of our current citizens and also represent an opportunity for sustainable economic development.”

Transport Strategy for Greater Dublin Area 2016-2035

The Transport Strategy for Greater Dublin Area (GDA) 2016-2035 aims for the efficient, effective and sustainable movement of people and goods. Among the strategy’s many objectives is to provide extra public transport facilities, cycling and walking infrastructure and road network measures up to 2035.

The priorities of the strategy which are relevant to Kildare Town include the following:

- To address urban congestion;
- To protect the capacity of the strategic road network;
- To reduce the share of trips undertaken by car and increase walking, cycling and public transport mode share;
- To provide a safe cycling network;
- To enhance the pedestrian environment, in particular to overcome severance and increase permeability; and
- To consider all-day travel demand from all societal groups.

Greater Dublin Area Cycle Network Plan

The National Transport Authority’s Greater Dublin Area Cycle Network Plan proposes a cycle network for Kildare Town.

4.1.3 Local Policy

Kildare County Development Plan 2017-2023

Kildare Town is designated as one of the Self-Sustaining Growth Towns in the Kildare County Development Plan 2017-2023, the RSES defines these towns as:

“those with a moderate level of jobs and services, which adequately cater for the people of its service catchment with good transport links and capacity for continued commensurate growth.”

The Development Plan is informed by the RSES. Kildare Town is expected to accommodate 4.7% of the county's overall growth, in the timeframe of the Development Plan. There are a several transport policies within the Development Plan that are relevant to the KTTS.

Other local polices of relevance are:

- Kildare Town Local Area Plan 2012-2018
- Kildare Town Traffic Management Plan 2008
- Kildare Town Renewal Plan

4.2 Plan Area

The area covered by KTTS includes the urban area of Kildare Town and the surrounding rural areas and the Irish National Stud. The KTTS area is identified in Figure 4.1.

The R445 Newbridge Road / Monasterevin Road is the main east-west access road through Kildare. The main north-south route is the R415. The R401 links in with the R415 to provide further north-south movements. The R413 diverges from the R445 just west of Newbridge and goes around the Curragh to the north, entering Kildare Town to the northeast and joining the R415 in the middle of the town. The opening of the M7 Motorway has taken significant volumes of through traffic out of Kildare town centre. Kildare Town is served by several bus services and Kildare Train Station is on a main line between Dublin and the south of the country.

The town centre has a large walking catchment area, however only 34% of residences are within 1km of the town centre as many buildings are on the periphery of the settlement beyond the 1km radius. Kildare residents are highly car dependent. The 2016 census found that 74.1% of commuters travelled by private motor vehicle. Public transport use contributed to just 11.6% of work trips. Active modes of travel constituted 12.7% (11% walking; 1.7% cycling). Until recently, there was very little cycling infrastructure in the area.



Figure 4.1 KTTS Study Area (Source KTTS)

4.3 Objective

The aim of the KTTS is to ensure long-lasting transport improvements in Kildare Town to ensure growing use of sustainable travel modes for work, education, business, and visitor trips. The KTTS presents the current transport situation in Kildare Town and outlines the impact of future proposed land developments on transportation and outlines possible solutions to improve conditions of active, private and public transport.

This Strategy contains objectives for five transport modes/issues: public transport; road; cycling; walking; parking. Across the five areas there are 25 objectives which include:

“Provide an integrated walking network for Kildare town”

“Reduce unnecessary vehicular trips through Kildare town centre”

“To ensure appropriate provision and location of car parking to support and improve the economic vitality of the town centre”

The KTTS studies the transport network within the town of Kildare to present supportive analysis which will aid provision of an evidence-based development of future revisions of the Kildare Town Local Area Plan. The strategy examines potential objectives that may be included as aims in the Kildare Town LAP and in some instances includes a high level Multi Criteria Analysis (MCA) which details options at a very high level.

4.4 Plan Process

The KTTS was developed in five stages:

- Stage 1 Evidence Analysis and Public Consultation
- Stage 2 Strategy Option Development
- Stage 3 Option Assessment and Draft Strategy
- Stage 4 Public Consultation on Draft Strategy
- Stage 5 Final Strategy

Key stakeholders and the public were engaged early on in developing the KTTS as this was considered essential to gain an understanding of current transport issues and opportunities and to ensure that the KTTS meets the needs of the community. To date the consultation has included: an open online survey; a meeting with Councillors; and the issuing of direct invitations to submit feedback by email to over one hundred primary stakeholders.

The transportation strategy options were evaluated based on a range of criteria to arrive at the most appropriate and preferred option, which constitutes the current KTTS.

4.5 Plan Overview

The KTTS aims to ensure long-lasting transport improvements in Kildare Town and to ensure growing use of sustainable travel modes for work, education, business, and visitor trips. The KTTS presents the current transport situation in Kildare Town and outlines the impact of future proposed land developments on transportation and outlines possible solutions to improve conditions of active, private, and public transport.

The Strategy presents the aims and objectives in terms of public transport strategy, permeability strategy, cycling strategy, roads strategy, and parking strategy.

4.5.1 Public Transport Network

There are opportunities to improve access to public transport as well as the routing and frequency of existing bus and rail services. Key public transport objectives include:

- Provide bus priority within Kildare town if required
- Improve public transport stops in terms of location, information, infrastructure and visibility
- Improve integration between the train station, town centre and bus routes

4.5.2 Cycling and Pedestrian Network

The KTTS aims to encourage active modes of transport by providing integrated walking and cycle networks for Kildare Town. The Strategy includes improvements in safety, engagement with schools to increase active mode share, and investments in schemes that will deliver the greatest modal shift potential to cycling.

4.5.3 Road

The KTTS identifies reductions in unnecessary vehicular trips through the town centre as a priority. A shift towards sustainable travel modes is prioritised to reduce vehicular emissions. This strategy aims to provide recommendations on future road schemes required to meet capacity and changing travel patterns.

4.5.4 Parking

The KTTS aims to ensure the appropriate provision and location of car parking to support and improve the economic vitality of the town centre. Relocating parking from the main street to facilitate public realm and walking/cycling/public transport infrastructure is a priority. Improvement in the quality of parking information including signage and technology is listed amongst the objectives.

5 SEA Screening Methodology

5.1 Overview

This SEA Screening assessment was carried out having due regard to the legislation and guidance outlined in Section 3 of this report.

The EPA Synthesis Report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland” sets out a series of procedural tasks to consider when carrying out SEA Screening of plans and programmes.

The report states that the overall characteristics of the plan or programme should first be considered, by means of a ‘pre-screening check’ to see if it falls within the requirements of the SEA Directive (‘Task 1.1’).

Should this ‘pre-screening check’ determine that the plan or programme is of a type that falls within the requirements of the SEA Directive, the potential environmental significance of implementing the proposed plan or programme should then be considered, against the significance criteria outlined in Annex II (2) of the SEA Directive (‘Task 1.2’).

5.2 Task 1.1 – SEA ‘Pre-Screening’ Check

The EPA Synthesis Report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland” provides a “decision-tree” or flowchart, which simplifies the complex wording of the SEA Directive into a systematic and logical series of questions.

Task 1.1 ultimately helps to determine whether the plan or programme in question constitutes a plan or programme as defined and characterised in the SEA Directive. Task 1.1 therefore enables the rapid screening out of those plans that are not subject to the SEA Directive and which would therefore not require SEA.

The EPA flowchart is illustrated in Figure 5.1 and makes up Task 1.1 of the SEA Screening methodology.

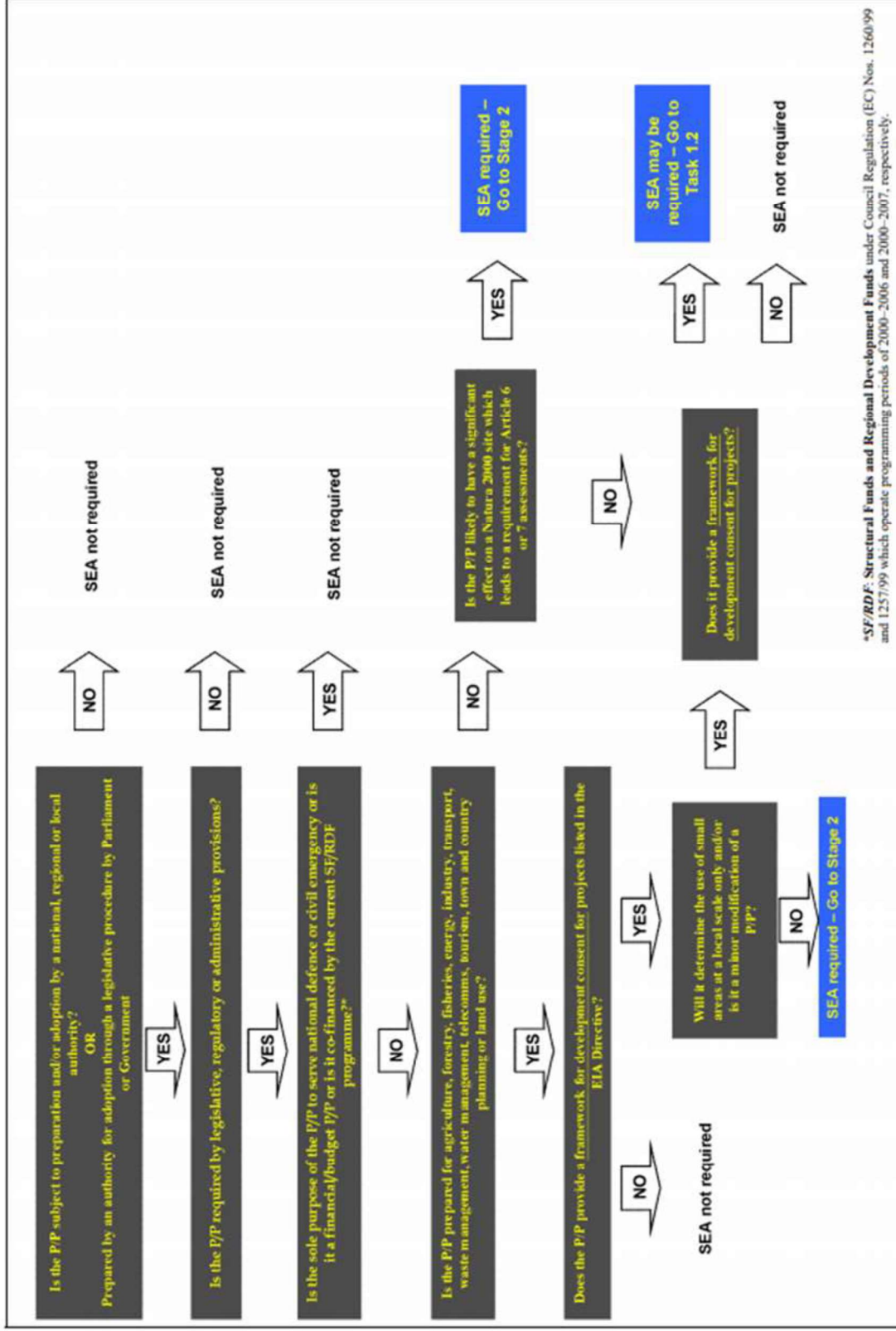


Figure 5.1: Stage 1 Pre-Screening ‘Check’- Flowchart (EPA, 2013)

5.3 Task 1.2 – SEA Screening

As outlined in Section 5.2, Task 1.1 helps to determine whether the plan or programme in question constitutes a plan or programme as defined and characterised in the SEA Directive. If it is determined that a plan or programme is a type which is defined in the SEA Directive, it then needs to be determined if that plan or programme has the potential to give rise to negative environmental effects, and if it should therefore be subject to SEA.

‘Task 1.2’ of the SEA Screening methodology constitutes environmental significance screening, which may be undertaken to assess whether a plan or programme, which has not been screened out by Task 1.1, is likely to result in significant environmental effects and should therefore, be taken forward for SEA. Annex II of the SEA Directive sets out the “statutory” criteria that should be addressed when undertaking Task 1.2.

Annex II of the SEA Directive is transposed into national legislation as Schedule 1 ‘*Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment*’ of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended.

Thus, Task 1.2 of the SEA Screening methodology involves an assessment of the plan or programme against the significance criteria set out in Annex II of the SEA Directive and Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended in order to determine if the plan or programme should be subject to SEA.

The ‘Significance Criteria’ and sub-criteria are outlined below, each of which constitutes a heading under which the NDP is assessed and discussed in Section 6.2 of this Screening Report. “*Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment.*”

1. *The characteristics of the plan or programme, or modification to a plan or programme, having regard, in particular, to*
 - *the degree to which the plan or programme, or modification to a plan or programme, sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;*
 - *the degree to which the plan or programme, or modification to a plan or programme, influences other plans including those in a hierarchy;*
 - *the relevance of the plan or programme, or modification to a plan or programme, for the integration of environmental considerations in particular with a view to promoting sustainable development;*
 - *environmental problems relevant to the plan or programme, or modification to a plan or programme;*

- *the relevance of the plan or programme, or modification to a plan or programme, for the implementation of European Union legislation on the environment (e.g. plans and programmes linked to waste management or water protection).*
2. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to*
- *the probability, duration, frequency and reversibility of the effects;*
 - *the cumulative nature of the effects;*
 - *the transboundary nature of the effects;*
 - *the risks to human health or the environment (e.g. due to accidents);*
 - *the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);*
 - *the value and vulnerability of the area likely to be affected due to:*
 - a) *special natural characteristics or cultural heritage;*
 - b) *exceeded environmental quality standards or limit values;*
 - c) *intensive land-use.*
 - *the effects on areas or landscapes which have a recognised national, European Union or international protection status.*

6 SEA Screening

6.1 Task 1.1 – SEA ‘Pre-Screening’ Check

As outlined in Section 5.2, Task 1.1 of the SEA Screening methodology constitutes the use of the “decision-tree” or flowchart provided in the EPA Synthesis Report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland.”

The KTTS was assessed using the EPA ‘decision-tree’ or flowchart in order to ascertain the requirement for SEA. The outcome of the EPA flowchart is described hereafter and illustrated in the replicated flowchart in Figure 6.1.

Is the KTTS subject to the preparation and/or adoption by a national, regional or local authority OR Prepared by an authority for adoption through a legislative procedure by Parliament or Government?

Kildare County Council has drafted the KTTS to provide the framework for to ensuring long-lasting transport improvements in Kildare Town and growing use of sustainable travel modes for work, education, business, and visitor trips.

A competent authority for the purpose of SEA is defined under S.I. No. 435 of 2004 as “the authority which is, or the authorities which are jointly, responsible for the preparation of a plan or programme, or modification to a plan or programme”.

As such, the KTTS document is prepared by a local authority.

Is the KTTS required by legislative, regulatory, or administrative provisions?

As outlined in the National Planning Framework 2040 priorities for the Eastern and Midland Region include: “Enabling the complementary development of large and county towns in the wider Greater Dublin Area and Midland areas on the key strategic and public transport routes in a regionally co-ordinated manner (..)” In response to this the RSES sets out a framework to direct growth in the region. The RSES Settlement Strategy identifies Kildare Town as being within the Core Region of the Eastern and Midland Region. The RSES also acknowledges the important value of developing and improving the Strategic Greenway network, referencing the Grand Canal Greenway.

The Kildare County Development Plan 2017-2023 highlights the need to promote sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses. Other objectives within the Kildare County Development Plan are to address urban congestion; provide additional capacity on the network; develop sustainable transport solutions around the major county towns; and support sustainable modes of transport.

Therefore, it can be determined that the KTTS is required by administrative provisions.

Is the sole purpose of the KTTS to serve national defence or civil emergency or is it a financial/budget Plan or is it co-financed by the current Structural Funds/Regional Development Funds Programme?

The sole purpose of the KTTS is not to serve national defence or civil emergency, and the Strategy is not a financial budget, or co-financed by the current Structural Funds and Regional Development Funds programme.

Is the KTTS prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecoms, tourism, town and country planning or land-use?

The KTTS provides the framework for ensuring long-lasting transport improvements in Kildare Town and growing use of sustainable travel modes for work, education, business, and visitor trips. The KTTS is therefore considered to represent a plan prepared for the transport sector.

Does the KTTS provide a framework for development consent for projects listed in the EIA Directive?

According to the European Commission ‘Guidance on the implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment,’ this would “normally mean that the plan or programme contains criteria or conditions which guide the way the consenting authority decides an application for development consent. Such criteria could place limits on the type of activity or development which is to be permitted in a given area; or they could contain conditions which must be met by the applicant if permission is to be granted; or they could be designed to preserve certain characteristics of the area concerned (such as the mixture of land uses which promotes the economic vitality of the area).”

The determinant of providing a ‘framework for development consent’ is described in Annex II of the SEA Directive as the degree to which a Plan ‘sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources’

Some of the measures put forward in the KTTS could be considered to set a framework for development consent, in that they identify circumstances under which development will be encouraged.

“Mixed-use development should be encouraged to reduce the length of journeys and to encourage the use of active modes”

The KTTS provides a framework for a long-lasting transport network for Kildare Town and surrounds encouraging development particularly within the town centre to improve accessibility and enable sustainable travel modes.

Similarly, there are measures in the Plan which could provide a framework for development consent for the expansion of the town centre –

“Peripheral development should be discouraged as this will increase the modal split for car traffic and negatively affect the efficient operation of the local and strategic road network;”

It is considered that the KTTS has the potential, to some degree, to set a framework for the future development consent of projects, in accordance with the EPA interpretation of the same.

It is therefore determined that the KTTS could be considered to fall within the requirements of the SEA Directive and should therefore be subject to ‘Task 1.2’ of the SEA screening process; consideration of the KTTS against statutory significant criteria.

The findings of this ‘pre-screening check’ are summarised in Figure 6.1, using the EPA ‘decision-tree’ or flowchart.

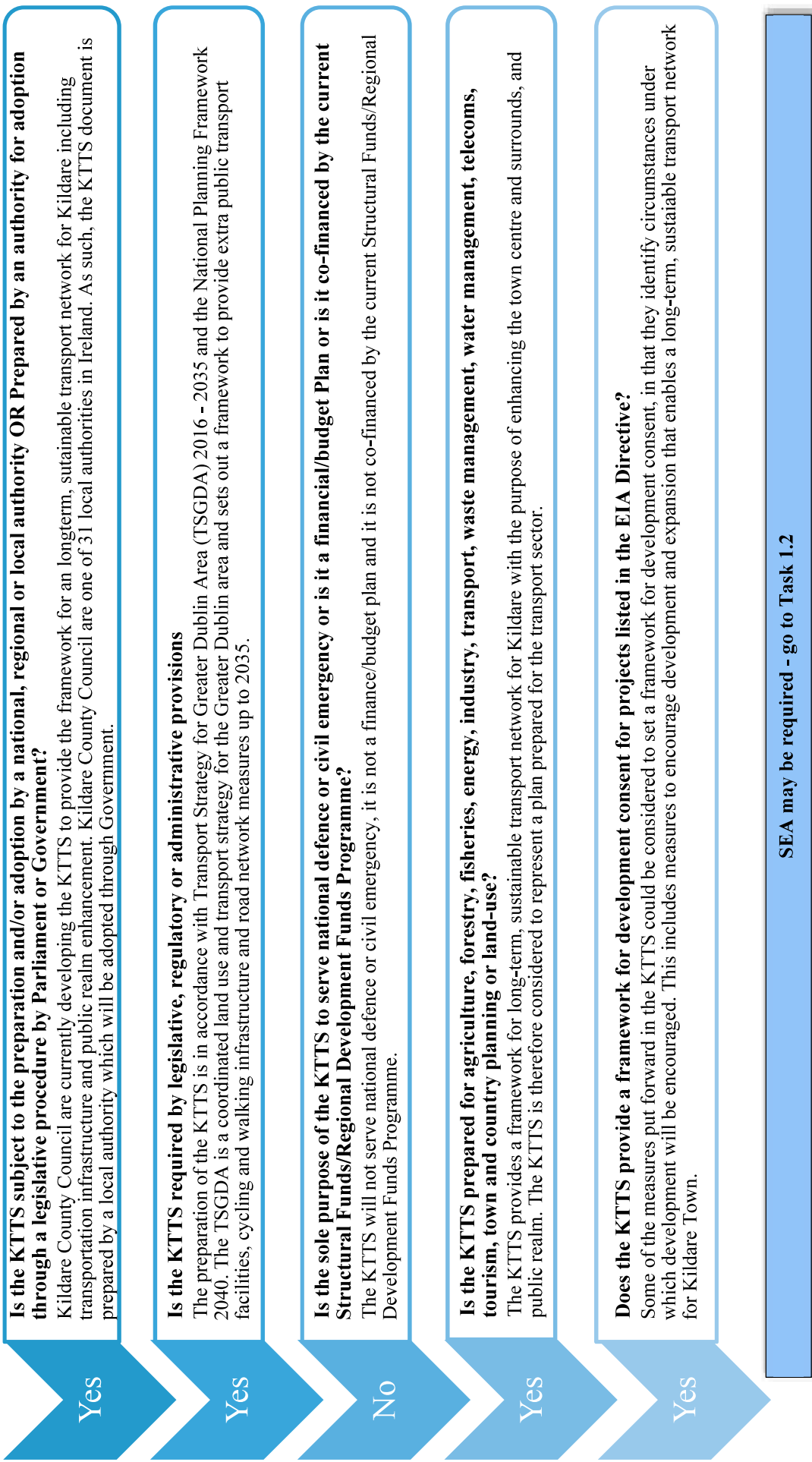


Figure 6.1: Application of EPA ‘Decision -Tree’

6.2 Task 1.2 – Significance Criteria Assessment

As outlined in Section 5.3, Task 1.2 of the SEA Screening methodology involves an assessment of the plan or programme against the ‘Significance Criteria’ and sub-criteria set out in Annex II of the SEA Directive and Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, in order to determine if the plan or programme should be subject to full SEA.

The assessment headings and sub-headings below are representative of each of these Significance Criteria and sub-criteria. To adequately assess and describe the ‘characteristics of the effects and of the area likely to be affected’ relevant to the KTTS, each of the proposed measures were reviewed against the sub-headings of this Significance Criteria. This detailed assessment of the measures set out by the KTTS is included in Appendix A.

This section provides an overview of the assessment of the KTTS, and the measures contained therein.

1. The characteristics of the plan or programme, or modification to a plan or programme, having regard, in particular, to

— the degree to which the KTTS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,

In considering the potential of the KTTS to set a framework for projects and other activities, the interpretation of the term “...framework for developmental consent” is referred, as set out in the EPA report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland”. The EPA report states that: “*A framework for future development consent can be interpreted to mean measures that identify circumstances under which development will be encouraged or allowed or brings forward programmes that identify certain types of development to be pursued in a particular sector e.g. wind energy within an Energy Plan/Programme.*”

As outlined in the KTTS it is an objective of Kildare County Council ‘*to provide a multi-modal framework to inform future transport infrastructure planning, investment and delivery*’ in Kildare Town.

Some of the measures, put forward in the KTTS could be considered to set a framework for projects and other activities, in accordance with the EPA interpretation, in that they identify circumstances under which development will be encouraged. As outlined in **Section** Error! Reference source not found., this includes measures to encourage development and town-centre expansion that enables an integrated transport network for Kildare Town.

While it is therefore recognised that the KTTS has the potential to set a framework for projects and other activities, it should also be considered in the context of the Irish strategic planning hierarchy.

The National Planning Framework 2040 is described as “*the overarching policy and planning framework for the social, economic and cultural development of the country.*”

The NPF promotes National Strategic Outcomes relevant to the future development of Kildare Town. These include the promotion of sustainable management of town centres and transport networks.

The Transport Strategy for Greater Dublin Area (GDA) sets out a framework for the planning and delivery of transport infrastructure and services.

The strategy defines a suite of transportation objectives for the GDA including the provision of additional public transport facilities (heavy rail, light rail, bus and bus rapid transit facilities), cycling and walking infrastructure and road network measures up to 2035.

The objectives and actions of the KTTS will be adopted and implemented in line with the NPF requirements and the objectives of the Transport Strategy for the GDA. The objectives of the KTTS will be maintained through subsequent Local Areas Plans (LAP), as relevant, including the draft LAP for Kildare Town 2022-2028.

Thus, while it is recognised that the KTTS has the potential to set a framework for projects and other activities, the degree to which it does so, in isolation, is not considered to be significant, when reviewed in the context of the hierarchy of national, regional and local plans in which it sits, and the relevant policy which underpins the Irish planning process.

— the degree to which the KTTS influences other plans including those in a hierarchy,

As previously discussed, the objectives and actions of the KTTS will be adopted and implemented under the requirements of the National Planning Framework 2040 and the Transport Strategy for the Greater Dublin Area. It is therefore considered that the KTTS could have the potential to influence other plans and programmes, specifically those in the strategic planning hierarchy.

However, in the identification of the influencing potential of the KTTS, it is important to note the purpose of the Plan, which is ultimately to provide a multi-modal framework to inform future transport infrastructure planning, investment, and delivery for Kildare Town with the purpose of supporting compact urban growth, encouraging modal shift from car to sustainable transport modes and promoting Kildare Town Centre as the core of economic and social activity in the settlement.

Thus, while the KTTS will, to some degree, influence other plans and programmes in a hierarchy, the influencing potential of the KTTS is likely to result in an overall positive effect on the environment.

It could also be considered that the KTTS will influence and be influenced by the Draft Kildare County Development Plan 2023 – 2029 and subsequent Local Area Plans.

— **the relevance of the KTTS for the integration of environmental considerations in particular with a view to promoting sustainable development,**

The National Planning Framework 2040 promotes the sustainable management of more compact towns and villages, by enhancing access between residential areas and work opportunities and encouraging a shift towards sustainable modes of transport.

As outlined in **Section** Error! Reference source not found., the aim of the KTTS is to ensure that there is a multi-modal approach to future transport infrastructure planning, investment, and delivery for Kildare Town that will achieve a vibrant town centre. This will provide the built environment to assist rejuvenating economic and social activity within the town centre, encourage greater number of residents to walk and cycle in the town and improve access to educational, social and employment opportunities.

The KTTS will reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling.

The reduction in car dependency will deliver considerable benefits in terms of reduced congestion, reduced greenhouse gas emissions, enhanced health and wellbeing and has benefits for the public realm.

It is considered that the KTTS aligns with Goal 11 of the UNs SDGs by setting out strategic measures for sustainable transportation networks and public realm enhancement, ensuring the growth and expansion of Kildare Town is sustainable.

The KTTS is therefore considered to significantly promote sustainable development in Kildare.

— **environmental problems relevant to the KTTS,**

The ‘environmental problems’ of relevance to the KTTS are caused from town centre congestion and green-house gas emissions due to over reliance on car travel. This causes environmental issues particularly to air quality, noise, population, and human health.

The purpose of the KTTS is to reduce congestion and promote sustainable transport modes which will reduce congestion and minimising the associated environmental impacts and having a positive impact to the local population.

Ultimately, the KTTS will promote sustainable development in Kildare and reduce ‘environmental problems.’

— **the relevance of the KTTS for the implementation of European Union legislation on the environment (e.g. plans and programmes linked to waste management or water protection).**

The European Green Deal aims to create a climate neutral Europe by 2050. To deliver this deal sustainable transport sources are considered essential including a shift to more sustainable transport modes and multi modal transport.

The Commission are expected to adopt a strategy for sustainable and smart mobility, as outlined in the Green Deal, that will address the challenge of shifting towards sustainable transport and tackle all emissions sources.

The European Green Deal states that: “Transport should become drastically less polluting, especially in cities. A combination of measures should address emissions, urban congestion, and improved public transport.” The KTTS responds directly to this and the aforementioned objectives of the Deal.

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

— the probability, duration, frequency and reversibility of the effects,

The purpose of the KTTS is to create sustainable living and mobility in Kildare Town.

The KTTS will reduce car dependency and allow for greater investment in alternative means of travel. The reduction in car dependency will deliver considerable environmental benefits in terms of reduced congestion, reduced greenhouse gas emissions and improved health and wellbeing.

Ultimately, the KTTS will work to reduce the negative environmental impacts. An overall likely positive, long-term effect on the environment is therefore identified.

— the cumulative nature of the effects,

The National Planning Framework notes the strategic location of counties Kildare, Meath and Wicklow, proximate to Dublin. The NPF prioritises a more balanced and sustainable pattern of development in these counties.

Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.

— the transboundary nature of the effects,

As the KTTS is localised in nature and focused on the Kildare Town area – no transboundary effects are expected to occur.

— the risks to human health or the environment (e.g. due to accidents),

Successful implementation of the KTTS is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.

— **the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),**

The KTTS sets out the strategic measures for integrated transport network and public realm enhancement for Kildare Town. The KTTS is focused on sustainable transport and urban development within Kildare Town, the effects of the implementation of the same are likely to be restricted within the town.

— **the value and vulnerability of the area likely to be affected due to:**

(a) special natural characteristics or cultural heritage,

No potential for significant negative effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the KTTS, as it is not envisaged that the individual projects arising from the Plan will have a significant effect to heritage sites.

The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.

Individual projects arising from the Plan will be subject to EIA and AA at project level, as required.

(b) exceeded environmental quality standards or limit values,

No potential for exceedance of environmental quality standards or limit values are predicted to result from the implementation of the KTTS. The Plan will contribute to sustainable transportation, reduced congestion, and public realm enhancement in Kildare Town. This has the potential to reduce greenhouse gas emissions and result in a positive long-term effect to the environment particularly to air quality, noise, population, and human health.

Individual projects arising from the Plan will be subject to EIA and AA at project level, as required.

(c) intensive land-use,

The KTTS does not determine strategic land-use in Kildare Town. The guideline land-use planning principles included in the KTTS relate to the integration of land-use and transportation for sustainable urban development.

— **the effects on areas or landscapes which have a recognised national, European Union or international protection status.**

There is no potential for significant effects on any site of recognised national, community or international protection status identified from the implementation of the KTTS in Kildare Town, as it is not envisaged that the individual projects arising from the Plan will have a significant effect on protected sites.

The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.

No effects on other designated sites in the surrounding area is likely to occur.

7 Conclusion

The KTTS was assessed using the ‘pre-screening’ flowchart, as provided in the EPA Synthesis Report “*Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland.*”

Following this assessment, it was concluded that the KTTS falls within the requirements of the SEA Directive in that it may set a framework for projects and other activities.

The measures proposed under the KTTS were subsequently screened against the significance criteria outlined in Annex II of the SEA Directive, to determine if the Plan would give rise to likely significant environmental effects.

While the SEA Screening assessment recognises that the KTTS may set a framework for projects and other activities, the degree to which it does so is not considered to be significant, when considered in the context of the hierarchy of national, regional and local plans in which it sits, and the relevant policy which underpins the Irish planning process.

The KTTS was identified as having the potential, to some degree, to influence other plans and programmes, specifically those in the strategic planning hierarchy. However, in considering the purpose of the KTTS, which is ultimately to introduce a multi-modal transport network and public realm improvements to Kildare Town, the influencing potential of the KTTS is likely to result in an overall positive effect on the environment.

The successful implementation of the KTTS will likely significantly contribute to the promotion of sustainable development in Kildare Town. It will also result in a likely reduction in risks to human health and the environment once operational.

The preparation of the KTTS is in accordance with the Transport Strategy for the Greater Dublin Area and in response to the National Planning Framework 2040.

No likely significant negative effects on the value and vulnerability of Kildare are predicted to result from the successful implementation of the KTTS. Further, no likely significant negative effects on any areas or landscapes which have a recognised national, community or international protection status have been identified.

No requirement for SEA is therefore identified based on this SEA Screening assessment.

8 References

Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (EPA, 2013)

Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities (Department of the Environment, Community and Local Government, 2004)

Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (European Commission, ND)

(Draft) SEA Resource Manual for Local and Regional Planning Authorities (EPA, 2013)

Integrating Climatic Factors into Strategic Environmental Assessment in Ireland - A Guidance Note (EPA, 2019)

Synthesis Report on Developing A Strategic Environmental Assessment (SEA) Methodologies for Plans And Programmes In Ireland (EPA, 2003)

9 Appendix A Task 1.2 Assessment of Measures

Characteristics of Potential Effects and Subject Area									
No	Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas
Public Transport									
1.	<ul style="list-style-type: none"> Bus Network improvements to the quality and coverage of bus stops The strategy outlines that KCC will campaign for more frequent bus services The Strategy includes the extension of route 126 and R415 outside Kildare Village to create bus transfer point with Dublin Coach services. The strategy also includes the extension of Dublin Coach services and route 126 to serve a transfer point within Kildare Village 	<p>Where improved bus networks are achieved, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the bus network measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the Bus Network measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The bus measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential negative effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the bus network improvements</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of bus network measures.</p>	<p>No. The implementation of the bus network updates does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Bus Network updates. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>
2.	<ul style="list-style-type: none"> Rail Network updates KCC to campaign for northern entrance to Kildare Town train station KCC to campaign for train station upgrade KCC to campaign for more frequent rail services 	<p>The Rail Network measures will successfully contribute to sustainable transportation and public enhancement in Kildare Town. A likely, positive long-term effect on the population of Kildare is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Bus Network measures.</p>	<p>As the rail network measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the Rail Network measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions due to modal shift.</p>	<p>The rail measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential negative effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the updates to the rail network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of rail network measures.</p>	<p>No. The implementation of the rail network updates does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Rail Network updates. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS</p>

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
	predicted to be long-term and positive.						transportation for sustainable urban development	area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	
Permeability Strategy									
<ul style="list-style-type: none"> - Pedestrian/Cycling link to create a pedestrian/cyclist link from Rathbride Abbey onto Rathbride Demesne - to create pedestrian/cyclist link connecting Rathbride Close to Drumree Court - creation of link connecting Fenner Lawns and North Glebe, Drumree Court and Curragh Finn, North Glebe and Curragh Finn - creation of new link connecting the proposed east west greenway (intervention 9) with Melitta Road (R413) with a new pedestrian bridge over the rail line - creation of new link connecting Curragh Finn and Dunmurray Drive to Kildare Town Tran Station - new link connecting Green Road with Southgreen Road and the newly constructed Southgreen Link Road - a new pedestrian/cycle bridge over the Train Line Connecting the East West Greenway 	<p>The Pedestrian and Cycle link Network will successfully contribute to sustainable transportation and public enhancement in Kildare Town. A likely, positive long-term effect on the population of Kildare Town is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Pedestrian and Cycle Links</p>	<p>Where improved pedestrian / cycling links are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the pedestrian /cycling measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the Pedestrian and Cycle Links are likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The pedestrian /cycling measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the Pedestrian /Cycling links.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the pedestrian and cycling measures.</p>	<p>No. The implementation of the pedestrian and cycling measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the pedestrian /cycling links Network. The proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
<ul style="list-style-type: none"> - proposed above and Woodside park link connecting Woodside Park to Station Road - link connecting Curragh Plains, Coolaghknock Green and Melitta Park to Phase 2 of the Magee Barracks Internal Road Network (intervention 11) - pedestrian links delivered as part of Phase 1 of Magee Barracks Redevelopment - Creation of pedestrian/cyclist link connecting Phase 1 of Magee Barrack internal roads to Schools - Link connecting Coolaghknock Park, Coolaghknock Close, Coolaghknock Drive and Coolaghknock Gardens, and connecting Ruanbeg to Coolaghknock Gardens, Ruanbeg Drive to Phase 2 of Magee Barracks internal Roads - Connecting Kildare Village Car Park to Kildare Village Bus Stop on the R415 - Creating of pedestrian/cyclist link from Bride Street to Main Street via newly proposed car park - Creation of pedestrian/cyclist link connecting Dublin Street to Meadow Road, Meadow Court to Rathbride Demesne - Creation of pedestrian/cyclist link connecting Grey Abbey Road with Tully Road - Pedestrian links included in Cherry Avenue Park - Walking/cycling link as part of Modus Link Road development - Construction of new pedestrian/cycle bridge over the 									

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
<p>M7 connecting with the National Stud and Japanese Gardens Link between Oaktree Road and Cherry Avenue Park</p>									
<p>4. Extension of existing footpath north along the Rathbride Road (R415) as far as the Cill Dara Golf Club be extended</p> <p>Southgreen Road north of the Train Line to connecting with the Greenway proposed</p> <p>extend existing footpath north along Green Road to connection with Greenway proposed</p>	<p>Where improved footpaths are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>No transboundary effects are predicted to result from the implementation of existing footpaths.</p>	<p>Successful implementation of the additional footpaths is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians.</p>	<p>The extension of footpaths will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the extension of footpaths.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the extensions to the footpaths.</p>	<p>No. The implementation of the footpath extensions does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the footpaths. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>5. New Footpath to install new footpaths across the green area to provide formal connections between Oakland Grove, Dummurray View and Farrincooley Crescent</p> <p>to install internal pedestrian link delivered as part of Phase 3 Kildare Village to Academy Street</p> <p>installation of new footpaths across the green area to provide formal connections between</p>	<p>Where improved pedestrian enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated</p>	<p>No transboundary effects are predicted to result from the implementation of new footpaths.</p>	<p>Successful implementation of new footpaths is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road</p>	<p>The footpaths will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the extension of footpaths.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the extensions to the footpaths.</p>	<p>No. The implementation of the footpath extensions does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the footpaths. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery</p>	

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
<ul style="list-style-type: none"> - Farrincooley Crescent and Willow Grove installation of footpaths along Old Road connecting Dummurray Link Road - Road Scheme with footpaths at Modus Link Road, Northern Link Street, and connecting Hospital Street to Tully Road 	<p>environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>		<p>network with adequate space for pedestrians.</p>				<p>land-use and transportation for sustainable urban development.</p>	<p>of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>6.</p> <ul style="list-style-type: none"> - Greenway Networks creation of a north western Greenway linking from the Monastervein Road (R445) to the Dummurray Road (R401) and connecting the Green Road, Southgreen Road and Old Road - creation of a new east west Greenway extending along the Rail line connecting with the northwestern greenway proposed (above) at its western most and extending to connect with a new pedestrian footbridge proposed 	<p>Where greenway networks are achieved, a potential cumulative effect is identified at a county level with regards sustainable transport, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Greenway Networks are localised in nature and focused on the Kildare area - no transboundary effects will occur.</p>	<p>Successful implementation of the Greenway Networks is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Greenway Network will affect the subject area of Kildare town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the Greenway Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the Greenway Network.</p>	<p>No. The implementation of the Greenway Network does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Greenway Network. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>7.</p> <ul style="list-style-type: none"> - Multimodal access to create new multi modal access to Kildare Town Train Station on the western end of Fair Green Road 	<p>Where improved access to sustainable transport networks is achieved, a potential cumulative effect is predicted to be long-term and positive.</p>	<p>No transboundary effects are predicted to result from the implementation</p>	<p>Successful implementation of the multi-modal train station is likely to result in an</p>	<p>The multi-modal access will affect the subject area of Kildare Town, with potential for cumulative</p>	<p>No potential effects on the natural or cultural heritage of Kildare Town are predicted to</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are</p>	<p>No. The implementation of the multi-modal access does not determine</p>	<p>No potential effects on protected areas are predicted to result from the implementation</p>	

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
sustainable transportation and public enhancement in Kildare Town. A likely, positive long-term effect on the population of Kildare Town is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Multi-modal access to the train station.	cumulative effect is identified at a county level with regards sustainable transport and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	of the multi-modal access to the train station.	overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	effects at a county level.	result from the implementation of the multi-modal access.	predicted to result from the implementation of the multi-modal access.	strategic land-use in Kildare Town.	of the footpaths. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	
The Magee Barracks Internal Road measures will successfully contribute to the enhancement of Kildare Town by removing through traffic. A likely, positive long-term effect on the population of Kildare Town is predicted as a result. No significant negative environmental effects are predicted to result from the implementation	Where improved public realm enhancements are achieved, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	No transboundary effects are predicted to the implementation of the Magee Barracks Internal Road measures.	Successful implementation of the Internal Road measures is likely to result in an overall reduced risk to human health and the removal of traffic from Kildare Town.	The Magee Barracks Internal Road measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the implementation of the Magee Barracks Internal Road measures.	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the Magee Barracks Internal Road measures.	No. The implementation of the Magee Barracks Internal Road measures does not determine strategic land-use in Kildare Town.	No potential effects on protected areas are predicted to result from the implementation of the Magee Barracks Internal Road measures. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a	

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	Potential effects on protected areas
of the Internal Roads measures.									
Cycling Strategy									
<p>9.</p> <ul style="list-style-type: none"> Greenway creation Curragh greenway From east-west Greenway to Melitta Road East West Greenway along rail line On Tully Road Tully Road to Grey Abbey Road Northwestern Greenway 	<p>The Greenway Network will successfully contribute to sustainable transportation and public enhancement in Kildare.</p> <p>A likely, positive long-term effect on the population of Kildare is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Greenway Network.</p>	<p>Where improved sustainable transport networks are achieved, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Greenway Network is localised in nature and focused on the Kildare area - no transboundary effects will occur.</p>	<p>Successful implementation of the Greenway Networks are likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Greenway Network will affect the subject area of Kildare town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the Greenway Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the Greenway Network.</p>	<p>No. The implementation of the Greenway Network does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Greenway Network. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA</p>
<p>10.</p> <ul style="list-style-type: none"> Cycling on road network R445 to proposed M7 crossing via Chery Avenue Park Connection from Green Road to Southgreen Road 	<p>The cycling Network will successfully contribute to sustainable transportation and public enhancement in Kildare.</p> <p>A likely, positive long-term effect on the population of Kildare is</p>	<p>Where improved sustainable transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban</p>	<p>As the cycling network measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the cycling network is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and</p>	<p>The cycling measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the updates to the cycling/road network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of cycling measures</p>	<p>No. The implementation of the cycling network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the footpaths. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery</p>

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
<p>predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the cycling Network.</p>	<p>development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>		<p>the increased safety of the road network with adequate space for pedestrians and cyclists.</p>				<p>the integration of land-use and transportation for sustainable urban development</p>	<p>of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>II.</p> <ul style="list-style-type: none"> - Cycle track/cycle lane R413 Melitta Road (middle section) - Dublin Road (Meadow Road to Curragh) - Monasterevin Road/ Main Street R445 - Monasterevin R445 (western section) - Rathbride Road R415 - Dunmurray Road R401 (Northern section – Bishopsland to KTCS) - Dunmurray Road R401 (Dunmurray Link Road to Dunmurray Drive) - Rathbride Demesne cycle track - R415 (Monasterevin Road to Kildare Village) - Bride Street (north) - Grey Abbey Road (southern section adjacent to development lands) - Green Road (western section) - Tully Road (section adjacent to National Stud) - Dunmurray Road R401 (southern section – Fairgreen Road to Old Road) 	<p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the cycling network measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the cycling Network measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The cycling measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the updates to the cycling network</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of cycling measures</p>	<p>No. The implementation of the cycling network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the cycle tracks/cycle lanes. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	

Characteristics of Potential Effects and Subject Area									
Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas	
<ul style="list-style-type: none"> - Monasterevin Road (section forming part of Northern Link Street scheme) - Northern Link Street (R445 to Green Road/Pigeon Lane junction) - Green Road (Pigeon Lane to Southgreen Road Junction) - Bothar nag Corp Fairview Cottages R401 - Southgreen Road - Magee Barracks Phases 1 & 2 - Modus Link Road - Hospital Street to Oaktree Road 	<p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the active mode prioritisation measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the active mode prioritisation measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The active mode prioritisation measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of active mode prioritisation</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of active mode prioritisation</p>	<p>No. The implementation of active mode prioritisation network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the active mode prioritisation. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTs area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>12. Active mode prioritization through elimination of through traffic</p> <ul style="list-style-type: none"> - Old Road - Market Square (West) - Bride Street section of Market Square 	<p>The active mode prioritisation will successfully contribute to sustainable transportation and public enhancement in Kildare. A likely, positive long-term effect on the population of Kildare is predicted as a result. No significant negative environmental effects are predicted from the implementation of the active mode prioritisation.</p>	<p>As the active mode prioritisation measures are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the active mode prioritisation measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The active mode prioritisation measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of active mode prioritisation</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of active mode prioritisation</p>	<p>No. The implementation of active mode prioritisation network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the active mode prioritisation. The Curragh proposed Natural Heritage Area (PNHA) is partially located on the periphery of the KTTs area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	

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<p>13. Shared street improvements</p> <ul style="list-style-type: none"> - Fire Castle Lane - Chapel Hill/Chapel Lane - Fairview Cottages R401 - Dummurray Road (rail bridge section) - Station Road (north Bride Street) - Grey Abbey Road - Bride Street (Cleamore Road to Tully Road) - Main Street (Meadow Road to Beechgrove Road) - Oaktree Road - Green Road (eastern part) 	<p>Shared street improvements in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the shared street improvement measures are localised in nature and Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the shared street improvement measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The shared street improvements will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of shared street improvements.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of shared street improvements</p>	<p>No. The implementation of shared street improvement measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the shared street improvements. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>14. Shared street improvements with one-way traffic/cycling</p> <ul style="list-style-type: none"> - Pidgeon Lane - Friary Road - White Abbey Road - Fair Green Road - Meadow Road 	<p>Shared street improvements will have a potential cumulative at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the shared street improvement measures are localised in nature and Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the shared street improvements with one-way traffic/cycling measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased</p>	<p>The shared street improvements with one-way traffic/cycling will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the shared street improvements.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of shared street improvements with one-way traffic/cycling</p>	<p>No. The implementation of the shared street improvements with one-way traffic/cycling measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the shared street improvements with one-way traffic/cycling. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	

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No significant negative environmental effects are predicted to result from the implementation of the shared street improvements.	Where new pedestrian / cycle bridge or crossings are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	As the pedestrian/cycle bridges and crossings are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.	Successful implementation of the new pedestrian/cycle bridges and crossing measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.	The pedestrian /cycling measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level	No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the new pedestrian/cycle bridges or crossings	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of new pedestrian/cycle bridges and crossings	No. The implementation of the cycling network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development	of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	
<p>15. New pedestrian/cycle bridge or crossing</p> <ul style="list-style-type: none"> - Pedestrian/cycle bridge connecting proposed east-west Greenway with Melitta Road and Curragh Greenway - M7 Crossing (raised shared walking and cycling path alongside carriageway) Link between Oaktree Road and Cherry Avenue Park 	<p>The pedestrian/cycle bridge and crossings will successfully contribute to sustainable transportation and public enhancement in Kildare. A likely, positive long-term effect on the population of Kildare is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the cycling/pedestrian infrastructure.</p>	<p>As the pedestrian/cycle bridges and crossings are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>Successful implementation of the new pedestrian/cycle bridges and crossing measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The pedestrian /cycling measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level</p>	<p>No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the new pedestrian/cycle bridges or crossings</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of new pedestrian/cycle bridges and crossings</p>	<p>No. The implementation of the cycling network update measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the cycle bridges and crossings. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
Roads and Parking Strategy									
16. Closure to vehicular traffic	Where improved sustainability,	As the closures to vehicular	Successful implementation	The closure to vehicular traffic	No potential effects on the	No potential exceedance in	No. The implementation	No potential effects on	

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<ul style="list-style-type: none"> - At Old Road Bridge and the upgrade of Southgreen bridge to two-way traffic with improvements to approach roads - At Bride Street section of Market Square to vehicular traffic 	<p>transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>traffic are localised in nature and focused on the Kildare Town area - no transboundary effects will occur.</p>	<p>of the closure to vehicular traffic is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>natural or cultural heritage of Kildare are predicted to result from the implementation of the closures to vehicular traffic</p>	<p>environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of closures to vehicular traffic.</p>	<p>of the closures to vehicular traffic does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and sustainable urban development</p>	<p>protected areas are predicted to result from the implementation of the closures to vehicular traffic. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.</p>	
<p>17. Construction of Northern Link Street</p>	<p>Where improved public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>No transboundary effects are predicted to result from the construction on Northern Link Street.</p>	<p>Construction of the Northern Link Street is likely to result in an overall reduced risk to human health and the removal of traffic from Kildare Town.</p>	<p>The construction on Northern Link Street will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the construction.</p>	<p>No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the construction.</p>	<p>No. The construction Travel Plans does not determine strategic land-use in Kildare Town.</p>	<p>No potential effects on protected areas are predicted to result from the construction on Northern Link Street. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to</p>	

Characteristics of Potential Effects and Subject Area									
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No significant negative environmental effects are predicted to result from the construction of Northern Link Street.	Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	No transboundary effects are predicted to result from the implementation of the One-way system.	Successful implementation of the One-way system is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The One-way measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the implementation of the One-way system.	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the One-way system.	No. The implementation of the One-way system does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.	generate a significant effect at the pNHA.	
18. One-way system on Meadow Road running east to west	The one way system will reduce traffic volumes and facilitate improvements to the infrastructure for active modes. A likely, positive long-term effect on the population of Kildare is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the one way system.	Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	Successful implementation of the One-way system is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The One-way measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Kildare Town are predicted to result from the implementation of the One-way system.	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the One-way system.	No. The implementation of the One-way system does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.	No potential effects on protected areas are predicted to result from the implementation of the one-way system. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	
19. Upgrade signalized junctions to MOVA or SCOOT as appropriate	The signalized junction improvements will improve traffic flow and improve the safety of pedestrians, cyclists and vulnerable road users.	No transboundary effects are predicted to result from the implementation of the upgrades to signalized junctions.	Successful implementation of the signalised junctions upgrade measures is likely to result in an overall reduced risk to human health and the environment.	The signalized junction measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of the signalized junctions measures.	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of the signalized junctions measures.	No. The implementation of the signalized junctions measures does not determine strategic land-use in Kildare Town.	No potential effects on protected areas are predicted to result from the implementation of the upgraded signalized junctions. The Curragh proposed Natural	

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	A likely, positive long-term effect on the population of Kildare is predicted as a result.	regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.	from the increased safety of the road network with adequate space for pedestrians and cyclists.			junctions measures.		Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	
20.	<ul style="list-style-type: none"> New and upgraded Parking Installation of VMS Parking Signs Relocation of on-street parking on Main Street Creation of a new or upgraded town center off-street car park at most appropriate of identified sites: Water tower, Dublin Road, Bride Street off-street car park. Upgrade of Kildare Town Train Station Car Park Mobility management plans for major workplace locations Upgrade Nugent Street Car Park 	No significant negative environmental effects are predicted to result from the implementation of the parking improvements.	No significant risks to human health or the environment are predicted to result from the implementation of the parking improvements.	The parking measures will affect the subject area of Kildare Town, with potential for cumulative effects at a county level	No potential effects on the natural or cultural heritage of Kildare are predicted to result from the implementation of new and upgraded parking	No potential exceedance in environmental quality standards or limit values in Kildare Town are predicted to result from the implementation of new and upgraded parking	No. The implementation of the new and upgraded parking measures does not determine strategic land-use in Kildare Town. Land-use planning principles included in the Strategy relate to the integration of land-use and transportation for sustainable urban development	No potential effects on protected areas are predicted to result from the implementation of the parking. The Curragh proposed Natural Heritage Area (pNHA) is partially located on the periphery of the KTTS area. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the pNHA.	