

**Minutes of the
Clane-Maynooth Municipal District Special Meeting
held on Monday, 29 July 2019 at 11.00 AM
in the Council Chamber, Áras Chill Dara, Naas, Co Kildare**

Members Present: Councillor B Weld (Cathaoirleach), Councillors T Durkan, A Feeney, A Farrelly, D Fitzpatrick, P Hamilton, P McEvoy, N O’Cearúil, P Ward and B Wyse.

Officials Present: Ms S Kavanagh (District Manager), Mr N Morrissey (Director of Services), Ms B Rea (Senior Executive Engineer), Mr J Coppinger (Senior Engineer), Mr E Lynch (Senior Executive Planner), Ms A Gough (Meetings Administrator), Ms R O’Connell (Meetings Secretary).

CM01/0719SM

Part 8 Maynooth Eastern Ring Road

The Cathaoirleach Councillor B Weld excused himself from the meeting due to a possible conflict of interest and asked the Leas Cathaoirleach Councillor P Ward to take the chair, all the members agreed.

The members considered the Chief Executive’s Part 8 report for the proposed Maynooth Eastern Ring Road - Ref. P8 2019-08.

Mr Coppinger gave an overview on the Part 8 report for the proposed Maynooth Eastern Ring Road. He informed the members that the Maynooth Eastern Ring Road development would comprise the provision of a new single carriageway relief road to the east of Maynooth Town, to facilitate the connection of the R405 Celbridge Road and the R148 Leixlip Road. He stated the proposed new road would include a bridge crossing over the Royal Canal and railway line. The distributor road to the east of Maynooth had been part of the Maynooth Local Area plan (LAP) for many years and the aim was to reduce traffic congestion in Maynooth Town Centre and facilitate access necessary for the provision of housing along the route.

The Leas Cathaoirleach asked the members had they any questions in relation to the Chief Executive's Part 8 report for the proposed Maynooth Eastern Ring Road which had been circulated previously to the members.

The members expressed concerns in relation to the following matters:

- Traffic calming measures
- Carriageway width and speed limits
- The impact on trees and vegetation
- Public transport and reduction of carbon dioxide
- Safety of residents in Griffin Rath Hall and Manor
- Noise reduction measures
- Shared pedestrian and cyclist spaces
- The interruption to cyclists every 100 meters on cycle lanes due to junctions.

Following further discussion, the members made suggestions which included:

- Provision of a table top ramp at Griffin Rath Hall
- Installation of railings at Griffin Rath Hall and Manor
- Removal of filter lane at and installation of yellow box at Griffin Rath Hall
- The joining of cycle lanes from the proposed Maynooth Eastern Ring Road to the proposed cycle lane on the Celbridge Road
- Double yellow lines at Griffin Rath Hall and Manor
- Electric speed signs at the two schools
- Two meter high stone walls with trees planted behind it
- Light shading on public lighting
- Anti skid road surfaces and the reduction of speed to 30km in Griffin Rath Hall and Manor and on the approach to the estates.

Mr Coppinger addressed the members concerns and suggestions and stated that traffic calming measures and speed limits, table top ramp at Griffin Rath Hall, installation of railings at Griffin Rath Hall and Manor, the removal of a filter lane at and installation of yellow box at Griffin Rath Hall, and tree planting, vegetation restoration and landscaping would be examined at the detailed design stage of the project. Mr Coppinger stated that if there was a successful cycle lane project on the Celbridge Road the council would try join the cycle lanes on the proposed Maynooth Eastern Link Road to it. He informed the members that the

double yellow lines at Griffin Rath Hall and Manor was a matter for consideration as part of the parking bye-laws. Mr Coppinger informed the members that electric speed limit signs, the provision of a yellow box at Rockfield and anti-skid road surface were a matter for the Clane-Maynooth Municipal District Engineers Office. In relation to the stone walls, he stated that the matter would need to be discussed with the planners. Councillor Durkan stated that stone walls were part of the policy in the Local Area Plan (LAP). With regard to light shading on public lighting, Mr Coppinger informed the members that this would be addressed. Mr Coppinger confirmed that low noise surfacing materials would be used on the roads in the housing estates. In relation to the shared cycle/pedestrian space, he informed the members that an attempt was made to have this separated as much as possible from the road itself but the space in the area approaching the bridge was restricted and therefore a shared cycle/pedestrian space was necessary. Mr Coppinger informed the members that roundabouts were less desirable for pedestrians or cyclist and the council had a policy that roundabouts were used on the edges of the town and traffic lights were used in the centre of the towns as they provided greater safety for vulnerable road users. He stated that in relation to the interruption to cyclists at junctions, uninterrupted cycle lanes were not possible in urban areas as priority had to be given to pedestrians and vehicular access had to be provided.

Mr Coppinger agreed that there was a need for an increase in Public Transport and a reduction in carbon dioxide emissions.

Councillor Durkan proposed the following amendment to modification number seven of the Part 8 Chief Executive's Report.

Amendment Modification No 7:

'That a two meter high stone wall be built at Griffin Rath Hall and Griffin Rath Manor with mature planting as a suitable noise barrier. That a table top ramp is installed at the entrance to Griffin Rath Hall'. This was seconded by Councillor Ó Cearúil and agreed by all the members.

Resolved on the proposal of Councillor Ó Cearúil, seconded by Councillor Durkan and agreed by all the members that the Part 8 report for the proposed Maynooth Eastern Ring Road be carried out as recommended with the amendment modification No 7 as set out above.

The meeting concluded.