

KILDARE COUNTY COUNCIL



Road Traffic Act 1994

Report on Section 38

**Scoil an Linbh Íosa, Prosperous
Safe Routes to School Scheme**

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Scoil an Linbh Íosa, Prosperous Safe Routes to School Scheme

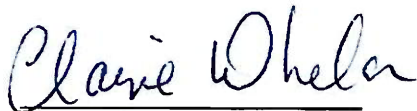
Under Section 38 of the Road Traffic Act 1994 Local Authorities are obliged to carry out a public consultation process and consult with An Garda Síochána with regard to implementing and enforcing traffic calming measures.

The above proposed traffic calming measures were advertised in the 21st of April 2026 edition of the Leinster Leader and the 25th of April 2026 edition of the Liffey Champion. It was also placed on public display on Level 4 counter in Áras Chill Dara and on the council website. It was open for submissions for a period of five weeks and one day from Wednesday 21st April 2025 to Wednesday 27th of May 2026.

4 submissions were received from the members of the public (Appendix A).

It was forwarded to An Garda Síochána, Kildare North Community Engagement for comment. Confirmation was received that they reported no objections to the proposed scheme.

The submissions report will be circulated to the Clane-Maynooth Municipal District Elected Members for noting.



Claire Whelan
A/Senior Executive Officer
Transport, Mobility and Open Spaces Department

Appendix A: Submissions Report



Kildare County Council
Proposed Traffic Calming Measures
Section 38: Road Traffic Act 1994

**SCOIL AN LINBH ÍOSA, PROSPEROUS
SAFE ROUTES TO SCHOOL SCHEME**

Report on Submissions



Comhairle Contae Chill Dara
Kildare County Council

Ref No.	From	Submission	Response
KCC-C468-1	██████████ Submitted on: 26.04.2026 at 19:55	As a resident of St. Josephs Park I am concerned that if you take away the existing parking outside the school will mean more congestion up at our end of the school. It is bad enough already at school times here where residents can't get in or out of our houses as cars park up in our spaces and behind our cars and also at the back of our houses in the back lane leaving it impossible for us to enter or exit our properties. I understand that this is inevitable when we live so close to the school but am concerned now that this situation will become much worse after these works are done. May I suggest that no parking signs for our estate be included in the plans. Thanking you.	Thank you for your submission, it has been noted. The provision of parking control measures can be reviewed and discussed with the residents' association during the implementation of the scheme. In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will promote active travel to the school & highlight the presence of informal Park & Stride locations to the north of the school.



Comhairle Contae Chill Dara
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Ref No.	From	Submission	Response
KCC-C468-2	Submitted on: 28.04.2026 at 15:35	Opening Statement: I am a resident of Prosperous and a regular pedestrian on the routes surrounding Scoil an Linbh Íosa. I welcome the proposed Safe Routes to School scheme and support its objectives. However, I believe the scheme as currently proposed is insufficient in scope to fulfil the full objectives of the TII/NTA Safe Routes to School programme, which is designed to serve the entire catchment area of the school — typically within a 2km walking radius — and not solely the immediate school frontage and the R403 corridor. I respectfully request that the council consider expanding the scheme to address the specific deficiencies outlined in the observations below. Scheme scope and SRTS programme compliance: The Safe Routes to School programme, administered jointly by Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA), explicitly requires that schemes address key desire lines from surrounding residential areas to the school, covering the full walking catchment. The proposed measures appear primarily focused on the school gate environment and the R403 frontage. The loop road network around Prosperous forms the primary walking network for a significant portion of the school's catchment population. I request that the council confirm whether a full catchment-area audit was carried out in developing this scheme, and if not, that one be undertaken before the scheme is finalised. Downings Road / Downings North junction (near GAA grounds): The junction of Downings Road with Downings North, in close proximity to the GAA club entrance, presents a significant and unaddressed road safety risk for pedestrians walking to school from that part of the village. The pedestrian crossing at this location is unmarked and not visible to approaching drivers. Vehicles have been observed turning from Downings Road onto Downings North at speeds in excess of 80km/h when no	Thank you for your in-depth submission, it has been noted. The scheme has been developed alongside the National Transport Authority as the funding agency & An Taisce and has undergone multiple gateway approvals from these agencies. The scheme is designed in accordance with best practice national guidance, Design Manual for Urban Roads and Streets (DMURS), Safe Routes to School Design Guide & An Taisce's SRTS Outline Delivery Plan for Scoil an Linbh Íosa. The scheme's extents are based on a deemed priority of interventions and desire lines and are limited by the funding allocation for the scheme. It is not possible at this time for additional large-scale works to be included, however these areas will be reviewed should funding become available.



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	oncoming traffic is present, a speed entirely incompatible with pedestrian safety at an uncontrolled crossing point. The Design Manual for Urban Roads and Streets (DMURS, 2013, updated 2019) sets out that junction design should control vehicle speeds through geometry rather than signage alone. DMURS recommends minimised corner radii at minor junctions — typically in the range of 3 to 6 metres — to reduce vehicle turning speeds and the severity of pedestrian conflict points. The current geometry at this junction appears to permit high-speed turns and should be tightened. This is consistent with Vision Zero principles, which hold that the road system should be designed so that human error does not result in serious injury or death. Given that this junction lies on a natural walking route to the school from a residential area of the village, I request that junction tightening, improved crossing provision, and appropriate road markings be included in the scheme. Hatters Cross road and junction: The road leading to Hatters Cross, and the junction at Hatters Cross itself, present pedestrian safety concerns that are directly relevant to school walking routes and which do not appear to be adequately addressed in the current proposals. The footpath along this road is of insufficient width — it is not possible for two buggies or two wheelchairs to pass one another, indicating a width below the 2.0 metre standard required by DMURS for pedestrian routes on school desire lines (with an absolute minimum of 1.8 metres). Traffic on this road regularly travels above the posted speed limit and passes in close proximity to pedestrians due to the narrow carriageway and footpath configuration. The footpath at the Hatters Cross junction turn is particularly deficient in width and offers inadequate protection to pedestrians navigating the corner. I request that the scheme be extended to include footpath widening to a minimum of 2.0 metres along this section, traffic calming measures to address observed speeding, and improved pedestrian provision at the Hatters Cross junction consistent with DMURS junction design principles.	The scheme's extents are based on a deemed priority of interventions and desire lines and are limited by the funding allocation for the scheme. It is not possible at this time for additional large-scale works to be included, however these areas will be reviewed should funding become available.
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	R403 north side footpath and connectivity from Rathwood and Farnan Wood Residents of Rathwood and Farnan Wood, both of which are within the school's walking catchment, have no safe pedestrian connection onto the loop road network until they reach the playground. The footpath on the north side of the R403 is in noticeably poorer condition than other footpaths in the area and is narrower than the DMURS minimum standard for a school route. This represents an inequality in provision for a significant residential population who are potential school walkers. The NTA's Permeability Best Practice Guide emphasises the importance of connected, legible pedestrian networks that allow residents to reach key destinations by the most direct and comfortable route. A controlled pedestrian crossing in the vicinity of the petrol station on the R403 would provide a safe crossing point enabling residents of these estates to join the loop and access the school on foot. I request that this crossing, along with remediation of the north side R403 footpath to DMURS standard, be considered as part of the scheme. Active travel and cycling infrastructure: The proposed measures do not appear to include any provision for cycling infrastructure to or from Scoil an Linbh Íosa. The Safe Routes to School programme explicitly includes cycling within its scope, with a target catchment of up to 3km for cycling journeys. The National Cycle Manual (NTA, 2011) sets out applicable design standards for cycling infrastructure in the vicinity of schools. I request that the council clarify whether cycling provision was considered and assessed during the development of this scheme, and if so, what the outcome of that assessment was. If cycling was not considered, I request that it be assessed before the scheme is finalised.	The scheme's extents are based on a deemed priority of interventions and desire lines and are limited by the funding allocation for the scheme. Crossing locations at junctions on the northern side of the R403 towards Scoil an Linbh Íosa are proposed to be improved to further priorities vulnerable road users and link to the signalised crossing & signalised junction on the R403 The scheme's provisions are based on a deemed priority of interventions and desire lines and are limited by the funding allocation for the scheme. It is not possible at this time for additional large-scale works to be included, however these areas will be reviewed should funding become available.
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	School street / temporary road closure during drop-off: The current proposals remove car parking outside the school and introduce a bus set-down zone, which is welcome. However, I request that the council consider whether a temporary road closure outside the school during the morning drop-off and afternoon pick-up periods — commonly referred to as a school street — has been evaluated. School streets are an established tool within the SRTS programme and have been successfully implemented at schools in Dublin, Galway, and elsewhere in Ireland. They have been shown to reduce conflict between pedestrians and vehicles at the school gate, improve air quality, and reduce car dependency over time. The car park of the adjacent public park may offer a suitable alternative drop-off location for parents arriving by car during any closure period. I request that a school street arrangement be formally assessed as part of this scheme.	The provision of a school street had been considered as part of the scheme, however it was deemed not to be viable in this location due to the number of residential and commercial properties & bus movements within the extents of a potential school street.
	Closing: I respectfully request that Kildare County Council take these observations into account and expand the proposed scheme to address the deficiencies identified above. I also request a written response to the specific questions raised regarding SRTS programme compliance, cycling provision, and the school street assessment. The Safe Routes to School programme represents a significant investment in the safety and wellbeing of children and families in Prosperous, and I believe it should be designed to deliver its full potential for the whole community.	We thank you for your observations above.



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Kildare County Council

Ref No.	From	Submission	Response
KCC-C468-3	Submitted on: 18.05.2026 at 11:43	As local residents nearby the School and parents of Children attending Scoil an Linbh we welcome the proposed scheme to improve safety around the village in particular around the entrance to Scoil an Linbh Losa and Goretti Terrace. We do raise a concern that bollards are not included on a section of Hatters Cross Road between the new proposed crossing (connecting St Josephs and Goretti Terrace) and the accessible parking space outside St Farnan's School. This section of the road is particularly dangerous during school pick up and drop off times with car users parking dangerously. Parents and Children are often forced out onto the road. The Council have failed to address this section of the road within the current proposals.	Thank you for your submission, it has been noted. Support for the scheme is welcomed. The provision of additional bollards as noted will be reviewed and added as necessary during the implementation of the scheme.



Comhairle Contae Chill Dara
Kildare County Council

Ref No.	From	Submission	Response
KCC-C468-4	Submitted on: 26.05.2026 at 17:07	I am a parent making this submission in relation to the proposed traffic calming and Safe Routes to School works around Scoil an Linbh Íosa and along the R403. My comments are intended to raise general concerns about how roadside activities in this area interact with these safety measures and the importance of ensuring they are appropriate for this changing road environment. Caife Dubh is located on the R403 on the approach to Prosperous village, within the area subject to proposed pedestrian crossings and traffic-calming works associated with the Safe Routes to School scheme. It appears that this development may be operating without the benefit of planning permission. Consequently, it is a concern that no formal assessment appears to have been undertaken regarding traffic impact, pedestrian movement, parking demand, and interaction with the proposed raised uncontrolled pedestrian crossings, junction tightening and Safe Routes to School measures being implemented under Section 38 of the Road Traffic Act 1994. Given the Council's objective is to improve safety for vulnerable road users in close proximity to Scoil an Linbh Íosa, it is important that all roadside uses, particularly those incorporating drive-through activity, are formally assessed for compatibility with these safety works. As it stands, this type of roadside activity risks working against junction tightening measures by encouraging stopping and turning movements in locations specifically redesigned to reduce them. Proper planning assessment is essential to protect the effectiveness of the Safe Routes to School scheme and its road safety objectives. Consideration should also be given to the precedent that may be established. Allowing a commercial roadside use to continue without proper assessment on a route currently undergoing pedestrian and safety improvements risks undermining the purpose of those	Thank you for your submission, it has been noted.



Comhairle Contae Chill Dara
Kildare County Council

		investments and may weaken the consistent application of planning and transport policy objectives. My child attends Scoil an Linbh Íosa and I am particularly conscious of road safety in this area. I hope these observations are considered in the interest of protecting children and other vulnerable road users. Thank you.	
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