KILDARE COUNTY COUNCIL

PLANNING DEPARTMENT

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development:	Active Travel Scheme
Part 8 Ref	P82026.02
Site Address	Celbridge Road, Maynooth, Co. Kildare
Proposed Development	Provision of protected uni-directional cycle tracks on Celbridge Road. Upgrade of existing footpaths. Provision of shared facilities for pedestrians and cyclists. Provision of shared streets (for cyclists and motorists) along Railpark and Laurence Avenue to tie into existing and proposed active travel facilities. Provision of raised table with uncontrolled crossings at Maynooth Park/Laurence Avenue junction. Closure of Laurence Avenue to through vehicular traffic and provision of filtered permeability for pedestrians and cyclists.

	Section of masonry wall at the Straffan Road/Maynooth Park junction to be set back to facilitate the provision of shared facilities (for pedestrians and cyclists). Provision of an upgraded shared link for pedestrians and cyclists from Railpark to the Straffan Road. Realignment and provision of raised crossings on all side roads along Celbridge Road to facilitate pedestrian and cyclist movements within the extents of the scheme. Upgrade, merging and relocation of bus stop provisions on Celbridge Road. Provision of 2 no. new controlled signalised toucan crossing on Celbridge Road. Upgrade of 1 no. controlled signalised pedestrian crossing on Celbridge Road. Upgrade of 1 no. controlled signalised pedestrian crossing on Straffan Road (near Kingsbry) to a new controlled signalised toucan crossing. Provision of school zone (road markings and pencil bollards) at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School. Provision of new dedicated shared pedestrian and cyclist entrances at Gaelscoil Uí Fhiaich. 26 no. trees are to be removed as part of the scheme and 30+ new compensatory trees are to be planted.
Display period	Public display period from 22nd June 2026 to 5th August 2026
Submissions Observations Reports	91 no. submissions were received in relation to this Part VIII • 4 no. submission from public representatives. • 3 no. submissions from internal departments within Kildare County Council, • 7 no. submissions from prescribed bodies/third parties • 77 no. submissions from the public/third parties.

1. Site Location & Context

The proposed development is 950m in length and extends from the Straffan Road to the Maynooth Educate Together National School along predominantly Celbridge Road, Maynooth with some associated active travel provisions along Rail Park, Laurence Avenue and Maynooth Park.

The proposed works comprise of the provision of a cycle track, upgrading of footpaths, shared streets, the closure of Laurence Avenue to through vehicular traffic and provision of filtered permeability for pedestrians and cyclists, raised crossings, the upgrading, merging and relocation of an existing bus stop, toucan crossings, signalised pedestrian crossings, a school zone and compensatory planting

Drainage will be designed and delivered in compliance with Nature Based Sustainable Urban Drainage methods including the construction of new green spaces, a SuDS retrofit of existing spaces and tree pits with Stockholm System.

This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure along this section of road which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so.

The proposed project aims to deliver a cycle network which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure, and family cycling groups.

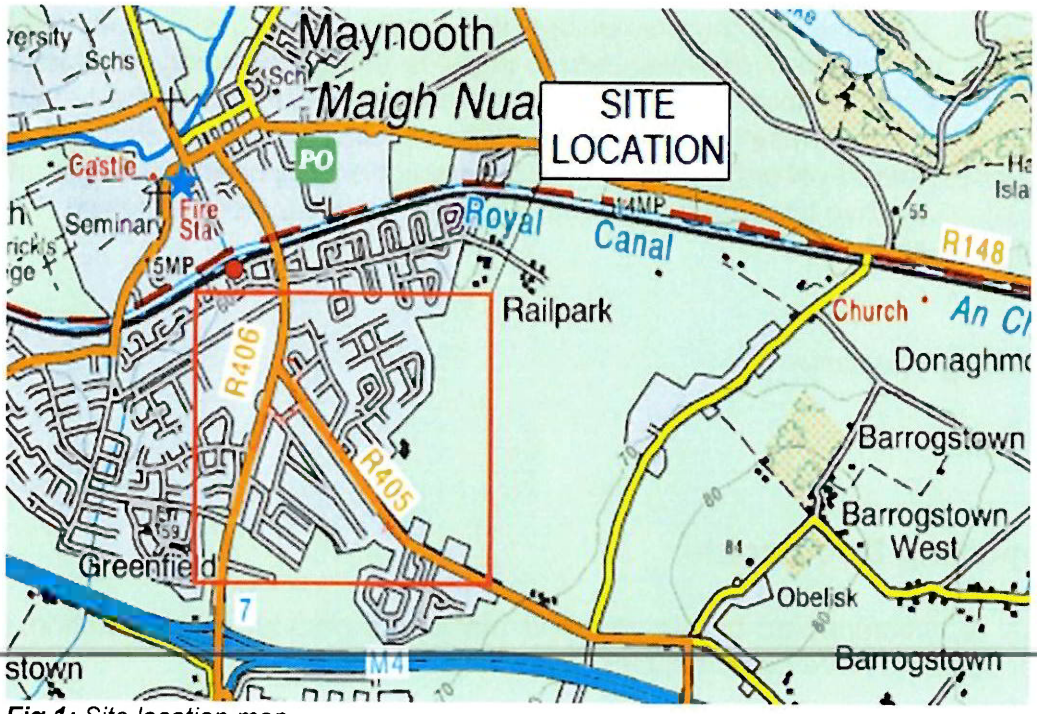

Fig 1: *Site location map*

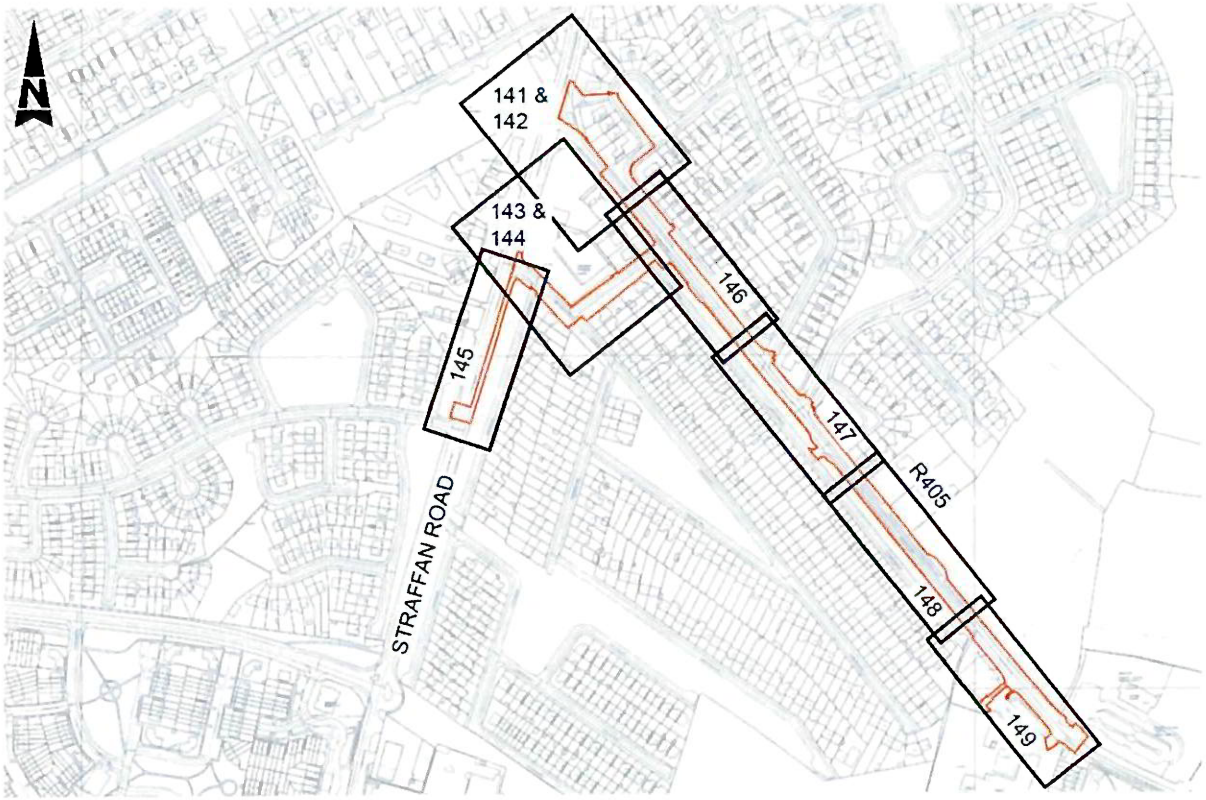

Fig 2: *Site Plan*

2. Purpose of Scheme

As stated in the application documents: "The overall purpose of the project is the delivery of a cycle network which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure, and family cycling groups. Ultimately when the routes are delivered, they will help to improve safety, including a reduction in vehicle speeds and contribute towards an increased number of trips in the area by pedestrians and cyclists. These enhanced walking and cycling routes will also provide safer, more accessible travel options for school children attending nearby schools and will connect into the active travel facilities proposed under the Maynooth Eastern Ring Road (MERR) project."

3. Planning History

None on the subject site.

4. Supporting Documents

The proposal is accompanied by the required plans and particulars. In addition, a number of documents have been included, namely:

- Part 8 Application Form

- Site Notice
- Part 8 Drawings
- Part 8 Report
- Photomontages
- AA Screening Report
- AA Screening Determination
- EIAR Screening Report
- EIAR Screening Determination
- Arboriculatural Impact Assessment - Tree Survey
- Landscape Drawings
- Circulation List
- Privacy Statement
- Liffey Champion Newspaper Advertisement

5. Internal Reports

Internal Departments within Kildare County Council

- Parks Department
- Special Projects and Public Realm
- Climate Action Office

6. Referrals and Consultations

The referrals and consultation process are summarised and outlined in the 'Part VII Submissions Report' prepared by the Transport Section and is attached in Appendix 2. Submissions have been received from the following bodies / individuals:

Public Representatives

- Cllr. Donna Phelan
- Cllr. Angela Feeney
- Cllr. Tim Durkan
- Cllr. Peter Melrose

Prescribed Bodies:

- An Garda Siochana
- Maynooth Accessibility Group
- Irish Cycling Campaign (formerly Cyclist.ie)
- Geological Survey of Ireland - Heritage
- An Taisce
- Straffan Way Residents Representative, Maynooth
- Griffin Rath Residents Representative, Maynooth

Public submissions

77 no. public submissions were received during the public consultation period. These submissions are summarised in the Celbridge Road Active Travel Scheme, Maynooth Co. Kildare Part VIII Submissions Report (September 2026) which is attached to this Report.

7. Policy Context

Relevant Government Policy

- Project Ireland 2040 – National Planning Framework (NPF).
- Regional Spatial and Economic Strategy 2019-2031 (RSES) for the Eastern and Midland Regional Area.
- Flood Management Guidelines, 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities November 2009.'
- Design Manual for Urban Roads and Streets Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2018).

Kildare County Development Plan 2023 – 2029 (as varied)

Chapter 5 – Sustainable Mobility and Transport
- Section 5.2.5 National Sustainable Mobility Policy (2022)
  - Policy TMP 1
  - Objectives TM O2, TM O5
- Section 5.4.1 Walking and Cycling
  - Policy TM P2
  - Objectives TM O20, TM O30

Chapter 10 – Community Infrastructure & Creative Places
- 10.8 Groups with Specific Design/Planning Needs

Chapter 11- Built & Cultural Heritage
Chapter 12- Biodiversity & Green Infrastructure
Chapter 13 – Landscape, Recreation & Amenity
Chapter 14 – Urban Design, Placemaking and Regeneration
Chapter 15 – Development Management Standards

Maynooth and Environs Joint Local Area Plan 2025-2031

The majority of the subject site is located along a public road, as well as on lands zoned F: **Open Space and Amenity** in the Maynooth Joint Local Area Plan 2025-2031, where it is an objective:

"To protect and provide for open space, amenity and recreation provision."

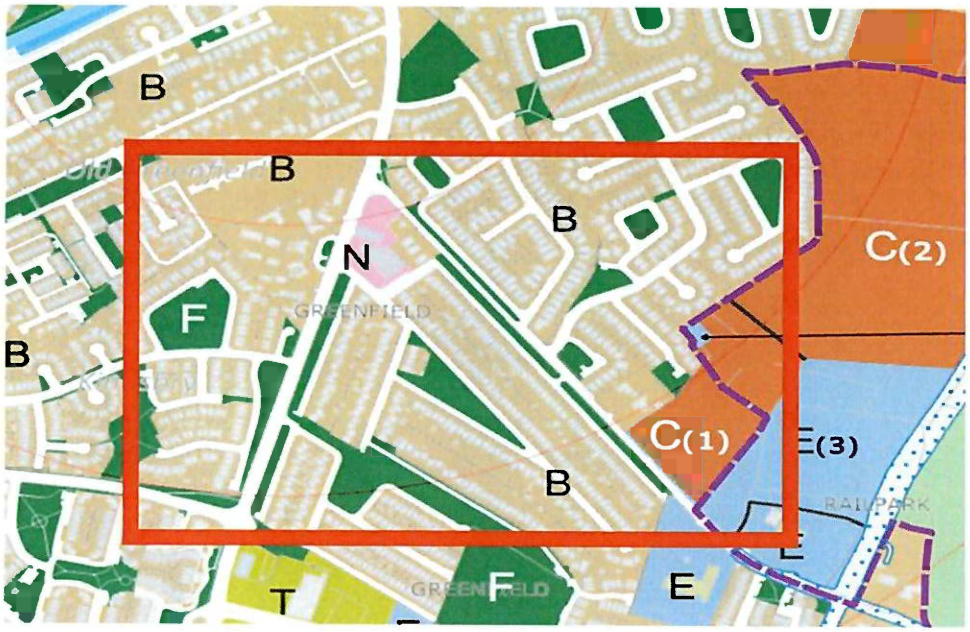

***Fig 5**: Extract of Maynooth Joint Local Area Plan Land Use Zoning Map*

Other Relevant Sections include (not exhaustive):

1. Maynooth Joint LAP Vision Statement, seeks to ensure that '*Maynooth and Environs be the best place to grow up, live, learn, work, play and grow old, by harnessing the area's unique assets and strategic regional location, to facilitate connected and vibrant neighbourhoods where communities can flourish, through leadership and co-ordination, in transitioning to a low carbon and climate resilient future'*.
2. Figure 3.1 Maynooth and Environs Development Strategy Map, identifies this area as a Key Route as shown below.

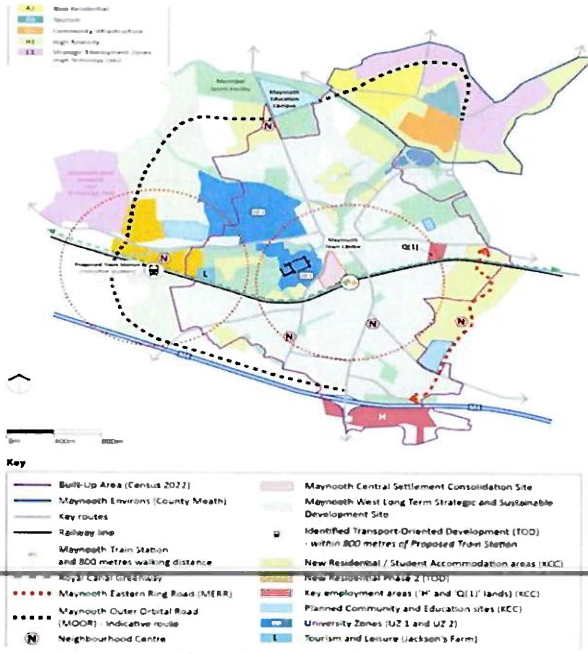

Fig 6: Maynooth Development Strategy

3. Chapter 7 – Movement and Active Travel
    a. Objective MATO 2.8 - Facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road (as per measure CYCLE 8 in Table 7.2 and on Map 7.2).
4. Table 7.2 outlines Celbridge Road (Staffan Road – MERR) as a proposed cycle measure (CYCLE 7). Straffan Road (Old Greenfield – Mullen Park Road) has also been identified (CYCLE 28).

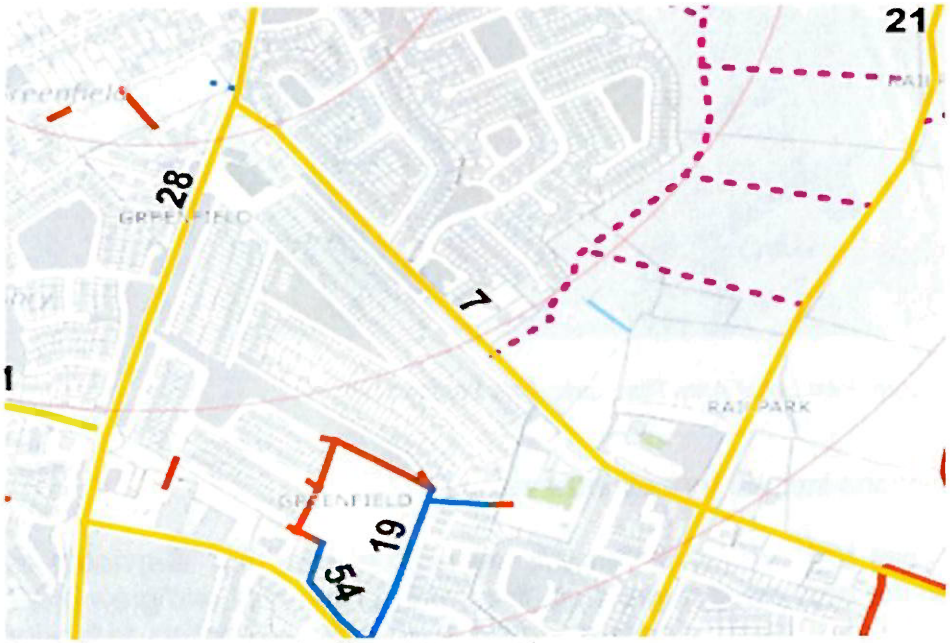

Fig 7: Movement and Active Travel Cycling Measures

8. Built / Natural Heritage

Built Heritage	There are no Protected Structures within the application site boundary or within close proximity
Archaeological Heritage	There are no recorded monuments within the application site or within close proximity
Natural Heritage	Rye Water Valley/Carton SAC is located approx. 2.475km from the subject site.

9. Assessment

Planning Issues

Principle of Development and Zoning

- The majority of the subject site is located along a public road, as well as on lands zoned F: **Open Space and Amenity** in the Maynooth Joint Local Area Plan 2025-203. It is considered that the principle of an Active Travel Scheme is generally acceptable under this zoning.

- The rationale for this proposal is supported by policies and objectives outlined in the Maynooth Joint Local Area Plan and the Kildare County Development Plan 2023-2029 (as varied), specifically sections relating to cycling and walking.

- The rationale for an Active Travel Scheme at this location is so that will help to improve safety, including a reduction in vehicle speeds and contribute towards an increased number of trips in the area by pedestrians and cyclists. These enhanced walking and cycling routes will also provide safer, more accessible travel options for school children attending nearby schools and will connect into the active travel facilities proposed under the Maynooth Eastern Ring Road (MERR) project.

Layout and Finishes

- The proposed scheme is 950m in length and extends from the Staffan Road to the Maynooth Educate Together National School along predominantly Celbridge Road, Maynooth with some associated active travel provisions along Rail Park, Laurence Avenue and Maynooth Park.
- It is proposed as part of the scheme to close Laurence's Avenue to through vehicular traffic and the provision of filtered permeability for pedestrians and cyclists. It is considered that the closure of Laurence Avenue for the provision of filtered permeability would improve public realm for the area and would contribute to a calmer and more attractive environment for pedestrians and cyclists using the street network.
- The cycle lanes are to be finished in a smooth red asphalt surface course as recommended by the Cycle Design Manual, with sufficient base and foundation layers to prevent failure, while the footpaths are intended to be a concrete surface. Tactile paving has also been proposed.
- A raised table with uncontrolled crossings is proposed at Maynooth Park/Laurence Avenue, while 2 no. new controlled signalised toucan crossings have been proposed on the Celbridge Road. The existing controlled signalised pedestrian crossing on the Celbridge Road is to also be upgraded, as is the controlled signalised pedestrian crossing on Straffan Road (near Kingsbry) to a new controlled signalised toucan crossing.
- Road markings and pencil bollards have been proposed at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School.
- It is considered that the proposed measures support the safe movement of pedestrians and cyclists

Landscaping and Boundaries

- The contents of the Arboricultural Impact Assessment – Tree Survey is noted. It is unfortunate that 26 no. trees are proposed to be removed, however the 30+ compensatory trees to be planted is welcomed.
- The Parks Department have assessed the contents of the submitted documentation and have recommended no objections, subject to conditions. These conditions seek to ensure that the applicant retains the services of a landscape architect and arborist, as well as that all works are undertaken in accordance with the submitted landscape plan and
- The concerns raised in the submissions are noted, in particular those which raised concerns regarding the proposed loss of the Railpark green verge.

- As a result of this public consultation process, it is now intended to amend the original proposal by retaining a 1.5m wide green verge between the Railpark residential street and Celbridge Road. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Railpark will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. **It is noted that this amendment solely relates to the approx. 150m along Railpark.** In light of this minor amendment, an updated Appropriate Assessment Screening Report was undertaken and concluded that there would not be any significant impacts. This screening report is included in Appendix A.



Fig 8: Amendment to part 8 (Subject to Detailed Drawing)



Fig 9: CGI of Proposed Amendment

Residential Amenity

- Having regard to the proposed amendment, together with the scale and design of the remainder of the scheme it is considered that there would not be any significant impacts on the residential amenity of adjoining residents.
- It is considered that the closure of Laurence's Avenue to through vehicular traffic and the provision of filtered permeability for pedestrians and cyclists would eliminate rat-running, create a genuinely safe school corridor, and add to the residneital amenity of the residents of Laurence's Avenue.

Environment

- Several reports were prepared in order to assess the impact of the proposed development on the environment and biodiversity. Their find findings can be broadly summarised as followed:

  EIA Screening Report
  - It is considered that the proposed Active Travel Scheme is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) Report is not required in this instance. The conclusions are made under the assumption that good construction site practices and mitigation measure are implemented and will mitigate any risk of pollution to the receiving environment.

  AA Screening Report
  - There will be no likely significant negative impacts caused to any European sites as a result of the proposed works. A Stage 2: Appropriate Assessment was deemed not be required to inform the project appraisal either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

Surface Water Drainage and Flood Risk Assessment

- Proposed drainage strategy includes:
  - The provision of new green spaces.
  - SuDS retrofit within existing green spaces.
  - Tree Pits within Stockholm System.

The above is welcomed and is deemed to be compliant with current policy and is therefore acceptable.

- Flood Risk Assessment
  - The EIA screening report assesses the potential flood risks at the subject site. It is noted that Section 2.5 (Flood Risk) of the AtkinsRealis Report states that there is a past flood event recorded at the site, which occurred in 2002 along 'Laurence Avenue'. Notwithstanding this, taking account of the project elements/components including the SuDs retrofit, it is considered that a Flood Risk Assessment is not required for the proposed scheme.

Transportation

- A report has not been received from the Roads and Transportation Department at the time of drafting this report. Notwithstanding this, the proposal includes traffic calming solutions and a filtered permeable link for pedestrians and cyclists and, which are compliant with current policy. The guidelines outlined in the Design Manual for Urban Roads and Streets document have been applied.

10. Conclusion

Having regard to:

- The provisions of the Kildare County Development Plan 2023– 2029 (as varied)
- The Maynooth and Environs Joint Local Area Plan 2025-2031
- Kildare County Council internal departmental reports
- Prescribed Body report
- The EIA Screening Report,
- The AA Screening Report,
- Arboricultural Impact Assessment – Tree Survey
- Appendix 2 Submissions Report and the responses to the items/issues raised
- The location of the proposed development
- The nature, extent and design of the proposed development
- The recommendations set out below.

It is considered that the proposal, subject to minor modification, would be in accordance with the proper planning and sustainable development of the area.

11. Recommendation

It is recommended to the Cathaoirleach and Elected Members of the Clane - Maynooth Municipal District that the proposed development be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 22nd June 2026, except where altered or amended by the following modifications.

2. The proposed development shall be modified as follows:
    a. A 1.5m wide green verge shall be installed between the Railpark residential street and Celbridge Road. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road shall be reduced in width locally and the residential street at Railpark shall be reduced in width from typically 6.2m to 5.5m. Final details of the planting of hedging and trees in this green area shall be agreed with the Planning Authority prior to the commencement of development.

3.
    a. The Developer shall retain the services of the qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant

throughout the life of the construction works. The Developer shall inform the Planning Authority of that appointment in writing prior to commencement of development. A Practical Completion Certificate shall be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Planning Authority and in accordance with the permitted landscape proposals.

b. All landscaping works shall be completed, within the first planting season following commencement of development, in accordance with [landscape drawing no.24017-02-CO-LP-0-01-REV-3 From Eamonn Byrne Landscape architects] submitted to the Planning Authority on [22/06/2026] and dated [21/05/2026]. Any trees and hedging which die, are removed or become seriously damaged or diseased, within a period of [4] years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority. 3.1
c. Prior to the commencement of the development, a 4-year Maintenance and Management Schedule shall be submitted to the Planning Authority to provide for the satisfactory future maintenance of the development/landscape in the interest of visual amenity.
d. The Developer shall retain the services of a qualified independent Arborist as an Arboricultural consultant, for the entire period of construction activity. The applicant shall inform the Planning Authority of that appointment in writing prior to commencement of development.
e. The Arborist shall carry out a post-construction tree survey and assessment of the condition of the retained trees and hedgerows. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Planning Authority for written agreement upon completion of construction works on site.
f. Prior to the commencement of the development, submission of a report from the Landscape Architect/Arborist containing photographic evidence of fixed (non-movable) tree protection fencing in place in locations as per the Tree Protection Plan and confirmation from the Landscape Architect/arborist that all existing trees and hedgerows identified to be retained are retained and protected prior to development commencement. This report shall be submitted to the Planning Authority for written agreement.
g. The tree protection measures outlined in the submitted Tree Protection Plan prepared by AtkinsRealis (Drawing No. 0091652-ATK-XX XX-DR-CE-900161 to 65) shall be implemented in full and maintained for the duration of the construction works. All protective fencing and associated measures shall remain in place until the completion of the development and shall not be removed without the prior written approval of the retained Arborist, who shall confirm in writing that the development has concluded and that removal is appropriate.

P82026.02

Signed

Daniel Waldron Assistant Planner 28/09/2026

Signed:

Carroll Melia Senior Executive Planner 28/09/2026

Signed:

J. O'Reilly, Acting Senior Planner, 28/09/2026

28/9/2026

Sonya Kavanagh
Chief Executive

Appendix 1

Appropriate Assessment Screening Report and Conclusion Statement

(A) Project Details	
Planning File Ref	P82026.02
Applicant name	Kildare County Council
Development Location	Celbridge Road and Straffan Road, Maynooth, Co. Kildare
Application accompanied by an EIAR (Yes/NO)	No
Distance from Natura 2000 site in km	Circa 2km from Rye Water Valley/Carton SAC
Description of the project/proposed development Maynooth Active Travel Scheme	

(B) Identification of Natura 2000 sites which may be impacted by the proposed development			
			Yes/No **If answer is yes, identify list name of Natura 2000 site likely to be impacted.**
1	**Impacts on sites designated for freshwater habitats or species.** Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake	Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or	**No**

		downstream) of same?	
2	**Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath.** Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?	**No**
3	**Impacts on designated terrestrial habitats.** Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?	**No**
4	**Impacts on birds in SPAs** Sites to consider: Poulaphouca Resevoir	Is the development within a Special Protection Area, or within 5 km of same?	**No**

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G) SCREENING CONCLUSION STATEMENT Selected relevant category for project assessed by ticking box.		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain.	

	Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	

Justify why it falls into relevant category above (based on information in above tables)

Having regard to the proximity of the nearest SAC and given the location, nature and extent of the proposed development it is not considered there would be potential to affect the ecological integrity and conservation objectives of the site.

Name:	Daniel Waldron
Position:	Assistant Planner
Date:	28/09/2026

Appendix 2:

Celbridge Road Active Travel Scheme, Maynooth Co. Kildare Part VIII Submissions Report (September 2026)

Comhairle Contae Chill Dara
Kildare County Council



Celbridge Road Active Travel Scheme, Maynooth
Co Kildare

Part VIII Submissions Report

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended & Part 8 of the Planning and Development Regulations 2001 as amended

September 2026

Celbridge Road Active Travel Scheme, Maynooth, Co. Kildare

Part VIII Submissions Report

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 1
2. INTRODUCTION 4
3. CONSULATIONS AND SUBMISSIONS 5
3.1 Pre-Part VIII Consultations 5
3.2 Part VIII Referrals 5
3.3 Third Party Submissions / Observations 71
4. CONCLUSION 248

APPENDIX A SITE LOCATION DRAWING

APPENDIX B CIRCULATION LIST

APPENDIX C PART VIII APPLICATION FORM

APPENDIX D DEPARTMENT AND STATUTORY BODY RESPONSES (ATTACHMENTS)

APPENDIX E THIRD PARTY SUBMISSIONS (ATTACHMENTS)

APPENDIX F UPDATED LAYOUT DRAWING & PHOTOMONTAGE (FOR FRONT OF RAIL PARK)

1. EXECUTIVE SUMMARY

A total of 91 submissions were received in the relation to the Part VIII for the Proposed Celbridge Road Active Travel, Maynooth (P82026-02).

A total of 4 no. submission from public representatives, 3 no. submissions from internal departments within Kildare County Council, 7 no. submissions from prescribed bodies/third parties and 77 no. submissions from the public/third parties.

A summary of the submissions are provided below.

- Public Representatives
  - Cllr Donna Phelan (Clane-Maynooth MD)
  - Cllr Peter Melrose (Clane-Maynooth MD)
  - Cllr Angela Feeney (Clane-Maynooth MD)
  - Cllr Tim Durkan (Clane-Maynooth MD)

- Kildare County Council Internal Sections
  - Planning – Public Realm
  - Climate Action Office
  - Open Spaces - Parks

- Prescribed Bodies & Prescribed Third Parties
  - An Taisce
  - Geological Survey of Ireland – Heritage Programme
  - Irish Cycling Campaign (formerly Cyclist.ie)
  - An Garda Síochána
  - Maynooth Accessibility Group
  - Griffin Rath Residents Representative, Maynooth
  - Straffan Way Residents Representative, Maynooth

- Public & Third-Party Submissions
  - Michael Barry
  - Martin O'Leary
  - Maria Whelan
  - Deirdre Wafer
  - Elizabeth Wilson
  - Aisling Nodwell
  - Bry Johnston
  - David T

- Judith Chacon
- Paul Barry
- Ciaran Bonner
- Brian Dombrowski
- Ciaran O'Driscoll
- Siddhi M
- Fiona Dunne
- Ali Sheridan
- Paul Mitchell
- Joseph Bonham
- Killian Donnelly
- Gráinne O’Rourke
- Patricia O Connor
- Stuart Harper
- James Kelly
- Eoghan Dunne
- Sheila Furey
- Karen McManus
- Barbara Wright
- Anna Zarubina
- Ann Howley
- Ciaran Gallagher
- Pat O Rourke
- Mercedes O Rourke
- Dermot O'Rourke
- Colm O Rourke
- Peadar Ó Fearghaile
- Coonan Estate Agents
- Eilís O' Malley
- Brendan Keegan
- Tom Swift
- Seán Kennedy
- Patrick Kennedy
- Ciara Regan
- Aaron Regan
- Áine Hearns Kennedy
- Dave Regan

- Cathy O'Neill
- Michael Kiersey
- Mary Geraghty
- Marion Keegan
- Rachel Grimes-Doyle
- Sinead Claxton
- Vivian O Brien
- Kevin Shiels
- Patrick Holmes
- Patrick Holmes on behalf of Joseph Keenan
- Lucy Cradden
- Matthew Beckingham
- Josephine Downes
- Ciaran Gallagher
- Gustavo Basilio
- Madeleine Mc Namara
- Francis Mullany
- Jerry Bradley
- Maynooth Community Council
- Peter Hamilton
- Noilin Ohora
- Maynooth Cycling Campaign
- Michelle Maguire
- Julie Halpin
- Martin Maguire
- Phyllis Stewart
- James Kelly
- Mike Ahern
- Michael Mooney
- Kevin O Brien
- Catherine Plunkett
- R. O'Riordan

Details of those who made a submission including a response to those submissions are set out in Section 3 of the report.

2. INTRODUCTION

This report details the consultations and submissions that came about following the Part VIII display period regarding the Proposed Celbridge Road Active Travel Scheme, Maynooth.

Plans and particulars of this scheme were available for inspection at the offices of Kildare County Council and at the Maynooth Library on Main Street, Maynooth from 22nd June 2026 to 05th August 2026. Submissions could be made on or before 17:00 on the 05th August 2026.

A newspaper notice was published in the Liffey Champion on the 20th June 2026.

Plans and particulars of the proposed development are also be available to view on Kildare County Council's website at:
https://consult.kildarecoco.ie/en/consultation/part-8-proposed-celbridge-road-active-travel-scheme-maynooth-planning-reference-p8202602

and www.gov.ie/en/consultations/

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

https://consult.kildarecoco.ie/en/consultation/part-8-proposed-celbridge-road-active-travel-scheme-maynooth-planning-reference-p8202602

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 05th August 2026.**

Senior Executive Officer,
Transport, Mobility and Open Spaces Department,
Kildare County Council,
Áras Chill Dara,

Devoy Park, Naas,
Co. Kildare.

All comments, including names of those making comments submitted to the Council regarding this scheme forms part of this statutory report to be presented to the elected members. Accordingly, they are included in the minutes of that meeting and appear in the public domain.

Site Notices were erected at the site location on the 19th June 2026.

3. CONSULATIONS AND SUBMISSIONS

3.1 Pre-Part VIII Consultations

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

Table 1: Pre-Part VIII Consultations

	Date	Consultation
1.	16th April 2026	Pre-Part VIII consultation with Internal KCC Departments
2.	21st April 2026	Pre-Part VIII consultation with Internal KCC Departments
3.	8th May 2026	Pre-Part VIII briefing with Clane-Maynooth Elected Members

3.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Celbridge Road Active Travel Scheme, Maynooth commenced on 22nd June 2026. The circulation list is included in Appendix B. The Part VIII planning application form is included in Appendix C.

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

Table 2: Part VIII Referrals

	Name	Comment	Response
Elected Members			
1.	Members of Clane-Maynooth Municipal District		
	Cllr Donna Phelan	**Railpark, Celbridge Road, Laurence Avenue, Maynooth Park and Greenfield Shopping Centre** I support the overall objective of developing safer and more accessible walking and cycling infrastructure along the Celbridge Road. This scheme has the potential to improve connections between residential areas, schools, shops, public transport and Maynooth town. I recognise that the project is now at an advanced stage, with detailed design and tender preparations progressing, and that some significant alterations may no longer be possible. However, residents must still have an opportunity to raise legitimate concerns about how the scheme will affect their homes and estates. This submission focuses particularly on Railpark and on the consequences of the proposed traffic changes for the surrounding area. **1. Loss of the Railpark green verge** Railpark residents are extremely disappointed that a significant portion of the existing green verge adjoining their estate will be removed to facilitate the realignment of the Celbridge Road and the provision of additional active travel infrastructure. The report confirms that the alignment of the Celbridge Road will begin to shift eastwards from chainage 0+060. This is intended to create sufficient space for footpaths	The support for this active travel scheme is welcome. The KCC Sustainable Transport team can consider amendments to the Part 8 proposal based on feedback during the public consultation process. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m

	Name	Comment	Response
		and cycle tracks while retaining the majority of the established trees and hedgerows between the Celbridge Road and Laurence Avenue. Residents understand the importance of protecting established trees and hedgerows. However, they are concerned that the consequence of this decision is that Railpark will once again lose part of its green land bank. This green space has already been reduced in smaller stages over many years. What remains provides visual separation between Railpark and the Celbridge Road and acts as an important buffer against traffic, noise and road activity. The removal of the verge will bring the proposed footpath, cycle track, bus movements and main road closer to the estate. Railpark should not be left with a substantially harder and more urban streetscape to facilitate the retention of greenery on the opposite side of the road. **2. Landscaped buffer for Railpark** I request that the Council retain or reinstate a meaningful landscaped buffer between Railpark and the proposed footpath and cycle track wherever technically possible. This should include consideration of: Retaining a narrow grass verge. Providing a continuous low-level native hedge or planted buffer. Planting suitable replacement trees and native vegetation. Incorporating Sustainable Drainage Systems into the landscaped area. Providing planting that offers year-round screening without	to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. See response above.

	Name	Comment	Response
		creating visibility or personal-safety concerns. Clearly identifying the long-term maintenance arrangements. The report states that 26 trees will be removed and 37 new trees planted across the scheme. It also confirms that nine young trees between Railpark and the Celbridge Road will be removed. Before construction begins, the Council should provide a detailed landscaping plan showing: Every tree and section of verge to be removed. The location and species of every replacement tree. The number of replacement trees allocated specifically to Railpark. The location of all new hedges, grassed areas and low-level planting. Who will maintain the planting. The period during which failed or damaged planting will be replaced. Railpark should receive a fair and clearly identified proportion of the replacement landscaping because of the direct loss of its existing green buffer. **3. Noise, lighting and residential amenity** The loss of the Railpark verge will bring active travel infrastructure and general road activity closer to the estate and nearby homes. The Council should assess and mitigate the potential effects of: Traffic and bus noise. Increased pedestrian and cyclist activity close to homes. The positioning of bus shelters and waiting passengers.	Landscaping drawings were included in the Part 8 proposal and will be further developed during the detailed design of the scheme. See response above. All points raised below have been considered as per the Part 8 proposal and will be further developed at the detailed design stage of the scheme.

	Name	Comment	Response
		Headlight glare. Public-lighting spill. Privacy and overlooking. Construction noise, dust and vibration. The report proposes replacing existing lighting with energy-efficient LED lighting. The final lighting design should adequately illuminate the cycle route, crossings and bus stops while preventing unnecessary light spill into residential properties. Directional lighting or shielding should be provided where necessary. **4. Exact location of the relocated bus stops** The report proposes merging the existing Railpark and Rockfield Manor bus stops into two relocated stops at approximately chainages 0+200 and 0+250. These stops will include shared bus-stop landing zones and standard bus shelters. The final locations and layouts are to be reviewed through the detailed-design process. The Council should provide residents with an enlarged and easily understood drawing showing: The exact position of both bus stops and shelters. Their distance from the Railpark and Rockfield entrances. Their distance from the nearest homes. The orientation and dimensions of the shelters. Lighting and accessibility arrangements. The pedestrian routes to each stop. The proposed crossing arrangements. How cyclists will be required to yield to pedestrians. The effect of stopped buses on junction visibility and traffic movements. The final locations should take account of nearby homes, junction visibility, traffic flow, noise and safe pedestrian	Following consultation with the National Transport Authority (funding agency), the location of the bus stop infrastructure along Celbridge Road has been optimised and a pair of bus stops removed. There is an existing pair of bus stops within 175m of each other, which is significantly closer than design guidance for this type of setting. The merging of bus stops balances accessibility, safety and operational requirements within the constraints of the existing route. The proposed bus stops have been positioned to best serve the needs of residents living in all estates in the area in terms of walking distance whilst also taking other constraints into account. All bus stops will be designed in accordance with design standards and national guidance. The location and layout of the bus stops are shown on the Part 8 Drawings.

	Name	Comment	Response
		access. **5. Keeping residential entrances clear** The Celbridge Road already experiences congestion during school and commuter periods. This may become more significant when through-traffic is removed from Laurence Avenue. I request that the Council assess the provision of yellow-box road markings at the entrances to: Railpark. Rockfield. Laurence Avenue. The purpose would be to prevent stationary traffic from blocking these junctions and to ensure that residents and emergency vehicles can enter and leave safely. If yellow boxes cannot be provided under the applicable road-marking criteria, the Council should identify an alternative measure to keep these entrances clear during periods of congestion. **6. Traffic calming within Railpark** The report proposes upgrading the existing path between the Straffan Road and Railpark into a shared active travel facility. It also proposes converting part of the Railpark carriageway into a mixed-traffic quiet street forming part of the cycle connection to the Celbridge Road. This represents a significant change for the estate. Railpark will become part of a designated active travel route, with cyclists sharing the residential carriageway	The details suggested will be considered during the detailed design stage of the Project. A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.

	Name	Comment	Response
		with vehicles. Additional traffic-calming and safety measures should therefore be introduced, including consideration of: A clearly marked low-speed or 30 km/h zone. Raised tables or entry treatments at appropriate locations. Road markings and signage identifying the quiet street. Measures to prevent parking from obstructing the route. Appropriate lighting and visibility. Safe access for residents, emergency vehicles and service vehicles. An audit of interactions between children, pedestrians, cyclists and vehicles. Post-completion monitoring of traffic speeds and cyclist activity. These measures should be developed in consultation with Railpark residents. **7. Vehicle speeds on the Celbridge Road** The traffic survey in the report records an 85th-percentile speed of 58.1 km/h on the Celbridge Road. This is a serious concern where new cycle tracks, footpaths, residential junctions, pedestrian crossings and shared bus-stop landing zones are being introduced. The Council should confirm the measures that will be used to reduce vehicle speeds, including: The proposed speed limit. Raised junction and crossing treatments. Additional speed-limit markings. Vehicle-activated speed signs. Garda enforcement following completion.	The current speed limit in the Rail Park residential estate is 30km/hr and this will be retained as part of the Part 8 proposal. Further traffic calming measures other than those included in the Part 8 proposal will be considered at detailed design stage. This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road, including: • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr

	Name	Comment	Response
		Before-and-after speed surveys. The effectiveness of the scheme should be assessed by whether it achieves an actual reduction in vehicle speeds, rather than solely by whether the proposed infrastructure is installed. **8. Straffan Road and Celbridge Road junction beside Maxol** The closure of Laurence Avenue to through-traffic will redirect vehicles that currently use this route. The traffic survey records an average of 1,151 vehicle movements per day on Laurence Avenue. A significant proportion of this traffic is likely to be redirected towards the Celbridge Road and its signalised junction with the Straffan Road. This junction already experiences congestion and limited turning capacity. I request that the Council undertake a junction-capacity and swept-path assessment to determine whether the left-turn lane from the Celbridge Road onto the Straffan Road can be lengthened or widened. The assessment should consider whether the footpath beside Maxol can be safely realigned or locally reduced while retaining: A safe and accessible pedestrian route. Sufficient space for wheelchair users, mobility aids and buggies. Safe separation from traffic. Clear junction visibility. Compliance with universal-accessibility requirements.	Traffic and speed surveys will be carried out on Celbridge Road for both pre and post implementation of the scheme. The introduction of the filtered permeability measures at Laurence Avenue will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified.

	Name	Comment	Response
		The objective should be to improve left-turn capacity without creating a new safety or accessibility problem for pedestrians.	This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure along this section of road which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so. In relation to traffic congestion at the Straffan Road signalised junction, this project forms part of the solution to reduce the number of vehicles on this section of road by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.
		9. Laurence Avenue and Maynooth Park shared area The proposed shared pedestrian and cycle space between Laurence Avenue and Maynooth Park requires further examination.	See response above.
		Under the current proposal, vehicular access to Greenfield Shopping Centre will be retained. This could result in vehicles emerging from the shopping centre immediately beside a new area intended to prioritise pedestrians and cyclists.	Closing one of the vehicular accesses to the Greenfield shopping centre is not included in this Part 8 proposal. This will be considered further during the detailed design of the scheme.

	Name	Comment	Response
		Creating a shared active travel space while retaining a vehicle conflict point within or immediately beside it does not appear to provide a coherent or sufficiently safe design. If through-traffic is being removed from this area, I request that the filtered-permeability and shared-space treatment be extended for the full relevant section to the Maynooth Park junction. The Council should provide a detailed drawing demonstrating: How vehicles will enter and exit Greenfield Shopping Centre. How pedestrians and cyclists will be protected. Which road users will have priority. How the design will accommodate people with visual, mobility, sensory or cognitive disabilities. Whether the shopping-centre access can be relocated, restricted or redesigned. How potential vehicle, pedestrian and cyclist conflicts will be managed. If vehicles are to be removed from this section, that treatment should be applied consistently across the entire relevant section rather than ending at a location where vehicles continue to enter and exit. **10. Mini-roundabout at Maynooth Park and Greenfield Shopping Centre** The proposed scheme includes works at the entrance to Maynooth Park, including upgraded pedestrian and cycling facilities and a raised junction treatment. The operation of this junction is therefore directly relevant	Details are included in the Part 8 Drawing and Report. The inclusion of a mini roundabout would not be coherent with the characteristics and objectives of this active travel scheme or with the existing traffic management arrangements on Straffan Road. This junction will be reviewed, as required, post implementation of the active travel scheme.

	Name	Comment	Response
		to the active travel scheme and should be considered as part of the final detailed design. There are already significant difficulties for vehicles exiting Greenfield Shopping Centre onto the Straffan Road. These difficulties may increase when Laurence Avenue is closed to through-traffic and existing vehicle movements are redistributed onto surrounding roads. I request that the Council assess the feasibility of incorporating a compact, road-marked mini-roundabout at this location as part of the proposed junction works. This is not a request for a large conventional roundabout or for infrastructure that would undermine the active travel objectives of the scheme. It is a request to determine whether a carefully designed mini-roundabout could: Manage movements at the Maynooth Park junction. Assist vehicles exiting Greenfield Shopping Centre. Accommodate traffic displaced by the closure of Laurence Avenue. Reduce queuing and unsafe turning movements. Slow approaching vehicles. Retain the proposed raised pedestrian and cycling facilities. Provide clear and safe crossing arrangements. Accommodate buses, emergency vehicles and service vehicles. As the junction and adjoining sustainable footpaths are already proposed for alteration, this option should be examined before the detailed design is finalised and the junction works are constructed. If a mini-roundabout is not technically suitable, the Council should explain why and identify the alternative measures	

	Name	Comment	Response
		that will be introduced to address the existing access difficulties and additional traffic. **11. Road-safety and accessibility audits** The final design should be subject to the appropriate road-safety and accessibility audits before construction and following completion. These audits should specifically examine: The cycle route through Railpark. The Railpark, Rockfield and Laurence Avenue junctions. The Maynooth Park and Greenfield Shopping Centre access. The relocated bus stops. Pedestrian and cyclist interactions at shared bus-stop landing zones. The needs of wheelchair users and people with visual, sensory or cognitive disabilities. Emergency and service-vehicle access. Any recommendations should be implemented before the scheme is considered complete. **12. Drainage and surface-water management** The replacement of grassed areas with additional hard surfaces may alter how surface water moves through the area. The Council should confirm: How the loss of the Railpark verge will affect surface-water drainage. Where Sustainable Drainage Systems will be installed. Whether remaining landscaped areas will receive runoff	A stage 1 Road Safety Audit (RSA) has already been completed for this scheme. The scheme will be progressed through Stage 2 and 3 RSA's at the necessary stage. Drainage for this active travel scheme will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies.

	Name	Comment	Response
		from the road, footpath or cycle track. How ponding and ice formation will be prevented. Who will maintain the drainage and planted SuDS areas. The scheme must not create an increased flooding or surface-water risk for Railpark properties. **13. Construction-management plan** Before construction begins, affected residents should receive a clear construction-management plan setting out: The construction programme and phasing. Working hours. Temporary traffic-management arrangements. Access arrangements for residents. Emergency-vehicle access. Arrangements for bins, deliveries and service vehicles. Temporary bus-stop locations. Dust, noise and vibration controls. How safe pedestrian and wheelchair access will be maintained. A named community liaison contact. Residents should receive advance notice of temporary road closures, access restrictions, night works or particularly disruptive operations. Where substantial works will take place close to homes, boundary walls or entrances, the Council should also consider pre-construction condition surveys and establish a clear process for reporting possible construction-related damage. **14. Monitoring displaced traffic** The closure of Laurence Avenue to through-traffic will change traffic movements throughout the area.	A Construction Environmental Management Plan (CEMP) and Temporary Traffic Management Plans (TTMP's) will be produced at the construction stage for the active travel scheme which will endeavour to minimise disruption to residents during the construction works. Any impacts during construction are temporary and will be minimised as far as reasonably practical. Pre-condition surveys of properties will be carried out as required prior to construction works commencing. Notification of any construction works, TTMP's, etc will be provided at the necessary stage. Before and after traffic and speed surveys will be carried out on Celbridge Road, adjoining roads and residential areas, as required.

	Name	Comment	Response
		Traffic counts should be undertaken before construction and following completion at: Celbridge Road. Straffan Road. Railpark. Maynooth Park. Greenfield Shopping Centre. Any nearby residential roads likely to receive displaced traffic. The Council should review the operation of the scheme after six months and again after twelve months. If monitoring identifies unexpected congestion, speeding, junction blocking, unsafe interactions or rat-running, the Council should commit to introducing appropriate remedial measures. The quiet-street route through Railpark should also be reviewed to assess: Cyclist numbers. Vehicle speeds. Parking and obstruction problems. Conflicts between pedestrians, cyclists and vehicles. Whether additional signs, markings or traffic calming are required. Railpark residents should be invited to participate in these reviews. **15. Maintenance and continued engagement** The Council should confirm responsibility for maintaining: Cycle tracks and shared surfaces.	The maintenance issues outlined in the submission will be raised with the relevant council departments.

	Name	Comment	Response
		Replacement trees, hedges and grass verges. Bus shelters. Public lighting. Bollards and filtered-permeability measures. Drainage and SuDS infrastructure. Road markings and any yellow boxes provided. The scheme must include a funded maintenance programme so that the new infrastructure and landscaping are not allowed to deteriorate. I also request that the Council appoint a named point of contact and arrange an on-site meeting or briefing with Railpark residents before construction reaches their section of the scheme. **Conclusion** I support the objective of providing safer and more accessible walking and cycling infrastructure. However, active travel must be delivered in a way that respects the residents who will live beside and within the new route. Railpark residents should not carry a disproportionate share of the environmental and residential impact because established trees and hedgerows are being retained on the opposite side of the Celbridge Road. Even at this advanced stage, practical improvements can still be achieved through landscaping, screening, traffic calming, junction design, construction management and post-completion monitoring. I ask Kildare County Council to give full consideration to the concerns and requests contained in this submission and to engage directly with Railpark residents before construction begins.	

	Name	Comment	Response
	Cllr Peter Melrose	**Introduction** I welcome the proposals for the upgrading of Celbridge Road, Maynooth, as part of an NTA Active Travel Plan. It is a necessary step to ensure the safety of the hundreds of children that use the road every school day. I want to thank all those in Kildare County Council who worked to bring the proposal forward, and for their collaboration with public representatives on this matter. This scheme represents a tangible opportunity to improve the lives of our school communities and wider communities on the Celbridge Road. Therefore, I ask that the communities and public representatives are kept informed and involved every step of the way. Please see below observations on the plans. All observations are made in good faith and with the intention of helping the project become more robust and suitable for the school community and local residents. **Laurence Avenue/Rockfield Avenue** It is clear from a cursory glance at the proposals that the residents of Laurence Avenue are affected disproportionally compared to other housing estates within the boundary of the project. Therefore, due consideration must be given to those living in the estate on the impact of the changes to their daily lives, and mitigation, where appropriate, should be considered. Figure 1 - Laurence Avenue Exit Celbridge Road - see pdf submission Figure 1 depicts a new layout for residents of Laurence. If the plan is to proceed as is, it will be the only entrance/exit	The support for this active travel scheme is welcome. The scheme has been designed and optimised to allow for the conservation of as much hedgerow and

	Name	Comment	Response
		point for vehicular traffic to the estate. Therefore, the entrance should give due regard to current residents and their need for safe and easy passage to and from their homes. Laurence Avenue is a mature estate with many retired residents. Having the stop road marking that far back is unsuitable for and unfair to those residents. Further, it will act as a blind exit for vehicles, who will need to drive over the cycle lane to see if any cyclists are coming. Instead, I am advocating for a solution such as TL401 Standard Cycle Track Crossing Side Road with Priority – Full Set Back (Cycle Design Manual, NTA 2023, p.220). This layout would be safer for pedestrians and cyclists and allows vehicles to exit safely. Figure 2 - NTA Cycle Design Manual p.220 - see pdf submission Similarly, TL401 should also be considered for the proposed entrance upgrade to Rockfield Avenue (Figure 2). If the plans are to proceed as outlined, sight lines for intervisibility between drivers, pedestrians, and cyclists must be prioritised, up to and including removal of any necessary hedgerows, walls, or other obstructions. It must be remembered at all times that primary school children will be the majority users of this infrastructure, and every step must be taken to ensure their safety, and that includes making sure drivers' sightlines are not obstructed in any way. Figure 3 - Rockfield Avenue Entrance - see pdf submission	trees as possible. For the most part and as shown on the Part 8 Drawings, the trees and hedgerow are being retained in front of Laurence Avenue. The entrance to the Laurence Avenue estate has been partially set back in line with the NTA Cycle Design Manual. A partially set back junction is common practice on active travel schemes, is compliant with design guidance and is used in constrained locations. The provision of a *TL401 Standard Cycle Track Crossing Side Road with Priority – Full Set Back* at the entrance to the Laurence Avenue estate would require significant removal of mature trees, established hedgerows and green space. Sightlines at all junctions have been reviewed in line with guidance and will be further reviewed as part of the detailed design. Vehicles exit such junctions using a two-stage approach i.e. stop and give way to pedestrians and cyclists, then move forward and stop before exiting into vehicular traffic. In relation to the Rockfield Avenue entrance, see response above for a lot of common points. The entrance to the Rockfield Avenue estate has no set back in line with the NTA Cycle Design Manual. An inline junction is common practice on active travel schemes, is compliant with design guidance and is used in constrained locations. The provision of a *TL401 Standard Cycle Track Crossing Side Road with Priority – Full Set Back* at

	Name	Comment	Response
			the entrance to the Rockfield Avenue estate would require removal of trees, established hedgerows, green space, adjustment of estate property boundaries and potentially land acquisition at a private property. Sightlines at all junctions have been reviewed in line with guidance and will be further reviewed as part of the detailed design.
		The Grange Cycle Lane The plans refer to The Grange development and show a cycle lane running along the Celbridge Road (Figure 4). However, as part of that development (REF: 21156), a cycle lane is currently under construction as per condition 13 of the planning permission (Figure 5). Can it be confirmed that there will be suitable integration between the two developments, and we will not end up with two cycle lanes running parallel? Figure 4 - Active Travel Cycle Lane The Grange - see pdf submission Figure 5 - PP Cond 13 REF: 21/156 - see pdf submission	The KCC Sustainable Transport scheme have engaged with the developer of the Grange residential development and there will be no duplication of active travel facilities.
		Shared Spaces The proposed shared pedestrian/cycle facilities do not appear to comply with the latest research in the Cycle Design Manual, which outlines a general presumption in favour of segregating pedestrians and cyclists where possible and identifies the provision of separation between pedestrians and cycle users as a core design objective.	The scheme has sought to provide segregated pedestrian and cycle facilities where feasible. However, at a limited number of locations, existing physical constraints, including restricted cross-sectional widths, site boundaries, green areas, property impacts, and tie-in requirements, prevent the provision of fully segregated facilities. Shared use areas are therefore proposed. These locations are limited in extent and are necessary to maintain continuity of the active travel network. Appropriate

	Name	Comment	Response
		Figure 6 - Shared Space 1 - see pdf submission The Celbridge Road has two school frontages, multiple junctions and access points, and will be an important route off the MERR. All being said, it is not a low-conflict environments traditionally considered suitable for a shared space. Figure 7 - Shared Space 2 - see pdf submission There is already a clear example of the shared space concept not working in Maynooth on the Moyglare Road towards Maynooth Education Campus. It should also be noted that land behind Maynooth Educate Together is zoned in anticipation of a new post-primary school in the area, which will greatly increase the use of these cycle lanes. There will be many buggies and young children walking to school along this road; we must ensure that their safety is prioritised, and cyclist traffic is segregated. I invite any planner to come Moyglare Road at school start and end times to how dysfunctional a shared space can become in these circumstances. In the absence of a documented assessment demonstrating why segregated footpaths and cycle tracks cannot be accommodated, the proposal should be redesigned to provide separate pedestrian and cycling facilities wherever practicable. **Maynooth Park – Laurence Avenue Vehicular Closure** There is ample surface width on Laurence Avenue from Maynooth Park. It is unnecessary to close the road to vehicular traffic. Instead, safe, segregated cycle lanes	signage, road markings and tactile paving will be proposed to increase user awareness and encourage cyclists to exercise caution when travelling through these sections. In relation to the proposed shared surface at the school fronts, shared surface at this location have been included for a few reasons. - As a result of both spatial constraints and to tie-in with active travel facilities proposed as part of the Maynooth Eastern Ring Road. - A shared surface at school fronts or in close proximity can be the preferred approach and acts as a spill over area/flexible space for kids and parents at school opening and closing times. - In addition, the shared space at this end of the scheme allows cyclists to travel in both directions to the proposed controlled crossing outside of the Gaelscoil. Appropriate signage, road markings and tactile paving will be proposed to increase user awareness and encourage cyclists to exercise caution when travelling through these sections. The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and

	Name	Comment	Response
		could run alongside the road. I understand that no meaningful consultation was conducted with the residents of Laurence Avenue i.e. they were not contacted or surveyed as the school communities of Maynooth Educate Together and Gaelscoil Uí Fhiaich were. What investigations were carried out to conclude that closing the road to vehicles was the optimal course of action? Figure 8 - Maynooth Park leading to Laurence Avenue - see pdf submission Figure 10 - Available Space on Laurence Avenue - see pdf submission The wording on page 42 of the report (Figure 10) suggests that local residents will still be able to access their homes via Maynooth Park-Laurence Avenue, yet the plans suggest that all vehicular traffic will be restricted. Clarification is needed on this issue. Figure 9 - Part 8 Report p.42 - see pdf submission **Straffan Road – Rail Park** Clarity needs to be provided as to why a Rail Park shared space preferred route emerged for for this side of the scheme. I appreciate the extenuating circumstances surrounding the opposite side and why there is a path through Laurence Avenue, but there is land and room to accommodate a cycle lane from Straffan Road turning onto Celbridge Road, then meeting up with the Rail Park shared space, see Figure 12. Figure 11 - Straffan Road - Celbridge Road Cycle Lane - see pdf submission	motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. The upgrade of the Straffan Road/Celbridge Road junction is outside the scope of this scheme. As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Straffan Road/Celbridge Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of this junction.

	Name	Comment	Response
		The report provides only a connectivity-based rationale for routing cyclists through Rail Park and converting the existing footpath to a shared active travel facility. While low traffic volumes and speeds may justify a quiet street, there does not seem to be a documented assessment demonstrating why a shared space is necessary, or why segregated facilities could not be provided. Figure 12 - Cycle Lane Straffan Road - Celbridge Road - see pdf submission **Loss of Bus Stops** The proposal of two new bus shelters is welcome (Figure 13). However, it is proposed to be at the expense of one bus stop on either side of the Celbridge Road. I must advocate that all bus stops be retained wherever possible, and that the proposition of a bus shelter not be used as a bargaining chip to offset the loss of bus stops that are of importance to residents, school staff and pupils, and commuters, particularly considering the success of the W6 bus route thus far. Figure 13 - Bus Stop Information Celbridge Road - see pdf submission **Uncontrolled Pedestrian Crossing - Accessibility** An uncontrolled crossing is unworkable for people with accessibility needs. I have met with the local access group and local residents with accessibility needs in this regard. I am advocating for a controlled system across both crossing i.e. someone can press a pedestrian crossing button at the “proposed raised uncontrolled crossing”, and the green/amber crossing signal be timed to allow pedestrians and cyclists ample time to cross over to the	Following consultation with the National Transport Authority (funding agency), the location of the bus stop infrastructure along Celbridge Road has been optimised and a pair of bus stops removed. There is an existing pair of bus stops within 175m of each other, which is significantly closer than design guidance for this type of setting. The proposed bus stops have been positioned to best serve the needs of residents living in all estates in the area in terms of walking distance whilst also taking other constraints into account. A controlled crossing on the residential street at Rail Park is not warranted given the low vehicle numbers, expected usage and setting of the crossing. Timings of the proposed controlled crossing on Celbridge Road will be considered as part of the detailed design.

	Name	Comment	Response
		far footpath on the Celbridge Road. This will be particularly important for children going to Gaelscoil Uí Fhiaich. If a person wishes to cross only the Celbridge Road Toucan Crossing, then only that set of lights should allow for crossing. Figure 14 - Uncontrolled Pedestrian Crossing - see pdf submission **Summary and Conclusion** I welcome and support the objectives of the Celbridge Road Active Travel Scheme and recognise the significant work undertaken by Kildare County Council, the National Transport Authority, school communities, residents, and design teams in bringing this project to Part 8 stage. The proposal presents a valuable opportunity to deliver a significantly safer active travel corridor for the school and wider community. The observations contained within this submission are intended to strengthen the scheme and ensure that its final design delivers the best possible outcomes for the town. To recap, I am requesting that the following be considered: Review the proposed Laurence Avenue and Rockfield Avenue junction layouts, including the suitability of a TL401-style arrangement where practicable. • Confirm how the proposed cycle facilities will integrate with the approved cycling infrastructure associated with The Grange development. • Reassess the use of shared pedestrian and cycle facilities and provide segregated infrastructure wherever feasible • Provide further justification for the proposed vehicular closure between Maynooth Park and Laurence Avenue	For all points raised in this section, see responses above.

	Name	Comment	Response
		and confirm future vehicular access arrangements for residents. • Clarify the assessment that led to the selection of the Rail Park shared-space route and examining opportunities for greater segregation on the Straffan Road approach. Minimise the loss of existing bus stops and ensure that public transport accessibility is not diminished as a result of the project. • Replace the proposed uncontrolled pedestrian crossing with a controlled arrangement that accommodates the needs of visually impaired users and others with accessibility requirements. These issues can be addressed without undermining the overall objectives of the scheme and, if resolved, would improve public confidence and strengthen long-term community support for the project. Ultimately, the success of the Celbridge Road Active Travel Scheme should be measured by its ability to make walking, wheeling and cycling safer, more attractive and more accessible for everyone. Most importantly, it should provide a safe and welcoming route for the hundreds of children who travel to and from school along the Celbridge Road every day. That objective deserves broad support, and I am confident that through continued engagement with residents, schools, accessibility groups and public representatives, a final design can be delivered that achieves this goal while addressing the concerns outlined in this submission. I look forward to seeing this important project progress and become a lasting positive addition to Maynooth's transport infrastructure and public realm.	
	Cllr Angela Feeney	A Chara, Please see attached regarding the proposed Celbridge	

	Name	Comment	Response
		Road Maynooth Active Travel Scheme. The proposed Celbridge Road Maynooth scheme is a very positive development for Maynooth which I welcome. As a public representative for eight years in the area and a nearby resident, I have seen first-hand the dangers on this very busy approach road to the town of Maynooth where two primary schools are located, thousands of residents in adjoining housing estates and growing traffic. I listened to the children from the schools on the Celbridge Road present in the Council chamber years back, appealing to us as members to do something to make it safe for them to walk and cycle to school. I have attended meetings organised by both parents and school management on this issue. This proposal has been called for over many years. We also must do all we can to encourage active travel and to make it safer for people to make those essential shorter journeys on foot or by bicycle. As an active member of Maynooth Access Group, we also must make it safer for all to move around our towns and villages. As a public representative I met with residents who live in the estates and houses most affected by the proposed changes. I think it is fair to say from my discussions and meetings with residents that the majority welcome the scheme. Most of the residents support the general principle of enhancing pedestrian and cyclist safety but have concerns regarding the following specific elements. These include the loss of most of the grass strip between Railpark and the existing Celbridge Road, existing planted mature trees, air and noise pollution from traffic, safety concerns given the proximity of the planned	The support for this active travel scheme is welcome. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme.

	Name	Comment	Response
		roadway coming closer to the Railpark houses along the Celbridge Road and no natural barrier now in place. The residents of Railpark would urge the Council to include a green area with hedgerows to provide a barrier between the properties on the Celbridge Road and the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. This footpath should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement.	In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. In relation to air and noise pollution, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth.
		Along with the introduction of a hedgerow the stone plinth of the estate name and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. The residents also call on the Council to revisit the issue of speeding traffic through the estate. Residents also ask for the removal of the proposed raised uncontrolled crossing on Railpark, given the absence of a demonstrated safety need at this location and the additional noise vehicles would generate passing over the raised section so close to nearby homes.	As identified on the Part 8 drawings, the flower bed and plinth will be relocated and considered further during the detailed design of the scheme. This issue will be raised with the relevant council department. The raised uncontrolled crossing at Rail Park is included to provide a safe crossing point for vulnerable road users to the active travel facilities on Celbridge Road. It also acts to highlight the shared street zone for cyclists and vehicles proposed along Rail Park.

	Name	Comment	Response
			As a result of the consultation process, KCC intend to relocate slightly the position of the raised uncontrolled crossing in Rail Park so it is centrally located between the driveways of house no's 58 and 59 and does not adversely affect the driveway of either property.
		Laurence Avenue residents have mixed views on the proposed scheme and splitting Lawrence Avenue the estate is not popular especially for older residents who travel to the nearby shops. In addition, many residents believe the Celbridge Road end of Lawrence Avenue scheme is fumbled badly and should be rethought. The purchase of one of the Maxol car wash lanes might serve to address this.	The upgrade of the Straffan Road/Celbridge Road junction is outside the scope of this scheme. As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Straffan Road/Celbridge Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of this junction.
		Finally, consideration needs to be given as to how to encourage cyclists to use the proposed diversion into Rail Park. I would be grateful if these observations can be taken into consideration where possible as they reflect the concerns of the local residents living in the area.	The permeability link from the Straffan Road to the shared street at Rail Park will have the necessary signage and markings to highlight the route and connection to Celbridge Road.
	Cllr Tim Durkan	Dear Sir/Madam, I wish to make the following submission in relation to the proposed upgrading of the Celbridge Road, Maynooth, Co. Kildare. This is a welcome development to improve safe access to both schools on the Celbridge Road for primary school	The support for this active travel scheme is welcome.

	Name	Comment	Response
		children something I have raised over the last twelve years since I was first elected.	
		The entrance to Rockfield might need some revision as sight lines may be an issue given the location of the stop line on the road. This could mean cars will have to verge out passed the stop line onto the foot path for a clear ling of sight. I am requesting a yellow box outside Rockfield to allow for easy access and egress to and from the estate, I am also requesting a quarterly or as required maintenance contract to be put in place for the hedge rows in front of both Rockfeild and Laurence Avenue to stop the hedge encroaching onto the footpath and therefore reducing its functionality. The proposal highlights several Lime trees to be removed in front of Rockfield, I ask that these be replaced behind the existing Beech hedge with eight semi mature specimens. The naming stone at the front of Rockfield is to be moved to a location with the agreement of the residents and to be reinstalled to its current standard.	Sightlines at the Rockfield junction have been reviewed in line with guidance and will be further reviewed as part of the detailed design. Similarly the provision of a yellow box will be considered at detailed design stage. The maintenance issues outlined will be raised with the relevant council department. KCC will work with representatives from the residential estates to determine optimum locations for replanting, types of trees, etc to compensate for the loss of trees. As noted on the Part 8 Drawings, the Rockfield plinth/naming stone is to be retained in its current location, this will be reviewed further as part of the detailed design.
		The proposal to remove the green area in front of Rail Park has not been received well by residents living in the estate and I would ask that some compromise is reached to insure they do not lose the entire green area. The residents have asked for a Beach hedge and stud rail fence like that of Laurence Avenue to reduce traffic noise. I am also asking that the requested hedge in front of Rail Park has a similar maintenance contract but in place like the suggested one for Rockfield and Laurence Avenue for already mentioned above. Finally, I wish the thank the Roads and Planning Department staff for the work that they have put into this	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway

	Name	Comment	Response
		proposal.	widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
Members of the Oireachtas			
2.	James Lawless TD	No submission received.	
3.	Réada Cronin TD	No submission received.	
4.	Aidan Farrelly TD	No submission received.	
5.	Joe Neville TD	No submission received.	
6.	Naoise Ó Cearúil TD	No submission received.	
7.	Martin Heydon TD	No submission received.	
8.	Shónagh Ní Raghallaigh TD	No submission received.	
9.	Mark Wall TD	No submission received.	
10.	Seán Ó Fearghaíl TD	No submission received.	
11.	Fiona O'Loughlin Senator	No submission received.	
Kildare County Council			
Planning Department			
12.	Alan Dunney, DOS	No submission received.	
13.	Ger Maher, SEO	No submission received.	
14.	Jane O'Reilly, SP	No submission received.	
15.	Carroll Melia, SEP	No submission received.	
16.	Daniel Waldron, AP	No submission received.	
17.	Patricia Hyland, SEP	No submission received.	

	Name	Comment	Response
18.	Dara Wyer, Heritage Officer	No submission received.	
19.	Meabh Boylan, Biodiversity Officer	No submission received.	
20.	Mary O'Connor, Ecologist	No submission received.	
21.	Ruth Kidney, Conservation Officer	No submission received.	
Housing Department			
22.	Annette Aspell, DOS	No submission received.	
23.	Paddy Henderson, A/SA	No submission received.	
24.	Ollie Brady, A/SEO	No submission received.	
Transport, Mobility & Open Spaces Department			
25.	Siobhan Scully, A/DOS	No submission received.	
26.	Chris Galvin, SE	No submission received.	
27.	Darragh Conlon, A/SE	No submission received.	
28.	Cyril Buggy, A/SE	No submission received.	
29.	Ronan Toft, Clane-Maynooth MD Engineer	No submission received.	
30.	Kevin Healy, SEE	No submission received.	
31.	Annette Keavney, SEE	No submission received.	
32.	Mark McLoughlin, SEO	No submission received.	
33.	Jonathan Walsh, Traffic Management	No submission received.	
34.	Sinead Martin, Road Safety & Sustainable Transport Officer	No submission received.	
35.	Simon Wallace, A/Senior Parks and Landscaping Officer	No submission received.	
36.	Carmel O'Grady,	No submission received.	

	Name	Comment	Response
	Executive Parks and Landscaping Officer		
37.	Michael Yallop, Executive Parks and Landscaping Officer	**1.0 Preamble/Introduction** The scheme is 950m in length and extends from the Straffan Road to the Maynooth Educate Together National School along predominantly Celbridge Road, Maynooth with some associated active travel provisions along Rail Park, Laurence Avenue and Maynooth Park. The proposed development comprises: • Provision of protected uni-directional cycle tracks on Celbridge Road as shown on the Part 8 drawings • Upgrade of existing footpaths in locations as shown on the Part 8 drawings • Provision of shared facilities for pedestrians and cyclists as shown on the Part 8 drawings • Provision of shared streets (for cyclists and motorists) along Railpark and Laurence Avenue to tie into existing and proposed active travel facilities • Provision of raised table with uncontrolled crossings at Maynooth Park/Laurence Avenue junction • Closure of Laurence Avenue to through vehicular traffic and provision of filtered permeability for pedestrians and cyclists as shown on the Part 8 drawings • Section of masonry wall at the Straffan Road/Maynooth Park junction to be set back to facilitate the provision of shared facilities (for pedestrians and cyclists) as shown on the Part 8 Drawings • Provision of an upgraded shared link for pedestrians and cyclists from Railpark to the Straffan Road	Noted. The details suggested will be considered during the detailed design stage of the Project.

	Name	Comment	Response
		• Realignment and provision of raised crossings on all side roads along Celbridge Road to facilitate pedestrian and cyclist movements within the extents of the scheme • Upgrade, merging and relocation of bus stop provisions on Celbridge Road as shown on the Part 8 drawings • Provision of 2 no. new controlled signalised toucan crossing on Celbridge Road as shown on the Part 8 drawings • Upgrade of 1 no. controlled signalised pedestrian crossing on Celbridge Road as shown on the Part 8 drawings • Upgrade of 1 no. controlled signalised pedestrian crossing on Straffan Road (near Kingsbry) to a new controlled signalised toucan crossing • Provision of school zone (road markings and pencil bollards) at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School to the extents shown on the Part 8 drawings • Provision of new dedicated shared pedestrian and cyclist entrances at Gaelscoil Uí Fhiaich • 26 no. trees are to be removed as part of the scheme and 30+ new compensatory trees are to be planted as per the Part 8 drawings and Landscape drawings **2.0 Assessment** The Parks Section has reviewed the documents and submitted drawings. The proposed scheme should allow for the protection and retention of trees and vegetation as noted on the arborist survey and tree protection plan. Species selection should avoid an over-reliance on any single genus to improve resilience to pests and diseases.	

	Name	Comment	Response
		Tree and shrub planting should be of an appropriate specification and quality to ensure successful establishment. The landscape plan should be implemented in full and early onset maintenance is key in the establishment of the planting to ensure that it takes and settles into its surroundings. The proposed landscape scheme is generally considered appropriate for the scale and character of the development. Street furniture and hard landscape materials should be durable, visually appropriate and capable of withstanding long-term use. Sustainable Drainage Systems (SuDS) should be fully integrated within the landscape design and contribute positively to the visual amenity of the development. A Landscape Management and Maintenance Plan should be submitted detailing establishment, maintenance operations and replacement planting for plants which fail or die within the first 4 years after the completion of the development. **3.0 Recommendation** In relation to the above proposed development, this section has reviewed the application and recommends the following conditions be requested: **3.1 Landscape Design.** 3.1 (a) The Developer shall retain the services of the qualified Landscape Architect (or qualified	

	Name	Comment	Response
		Landscape Designer) as a Landscape Consultant throughout the life of the construction works. The Developer shall inform the planning authority of that appointment in writing prior to commencement of development. A Practical Completion Certificate shall be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Planning Authority and in accordance with the permitted landscape proposals. 3.1 (b) All landscaping works shall be completed, within the first planting season following commencement of development, in accordance with *[landscape drawing no.24017-02-CO-LP-0-01-REV-3 From Eamonn Byrne Landscape architects]* submitted to the planning authority on *[22/06/2026] and dated [21/05/2026]*. Any trees and hedging which die, are removed or become seriously damaged or diseased, within a period of *[4]* years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority. 3.1 (c) Prior to the commencement of the development, A 4-year Maintenance and Management Schedule shall be submitted to the planning authority to provide for the satisfactory future maintenance of the development/landscape in the interest of visual amenity. **Reason:** In the interests of residential and visual amenity, climate action and to ensure full and verifiable implementation of the approved landscape design.	

	Name	Comment	Response
		3.2 Trees and Vegetation. 3.2 (a)Retention of the services of a qualified independent Arborist as an Arboricultural consultant, for the entire period of construction activity. The applicant shall inform the planning authority of that appointment in writing prior to commencement of development. 3.2 (b) The Arborist shall carry out a post-construction tree survey and assessment of the condition of the retained trees and hedgerows. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site. 3.3 (c) Prior to the commencement of the development, submission of a report from the Landscape Architect/Arborist containing photographic evidence of fixed (non-movable) tree protection fencing in place in locations as per the Tree Protection Plan and confirmation from the Landscape Architect/arborist that all existing trees and hedgerows identified to be retained are retained and protected prior to development commencement. 3.3 (d) The tree protection measures outlined in the submitted Tree Protection Plan prepared by Dr Philip Blackstock (Drawing No. 0091652-ATK-XX-XX-DR-CE-900161 to 65) shall be implemented in full and maintained for the duration of the	

	Name	Comment	Response
		construction works. All protective fencing and associated measures shall remain in place until the completion of the development and shall not be removed without the prior written approval of the retained Arborist, who shall confirm in writing that the development has concluded and that removal is appropriate **Reasons:** To ensure the retention, protection and sustainability of trees/hedgerows during and after construction of the permitted development.	
Public Realm			
38.	Pamela Pender, SEO (via Sharon Gibbons)	On behalf of the Strategic Projects & Public Realm (SPPR) team, we would like to highlight the following observations for consideration as part of the Part 8 process: • The scheme should be cognisant of the proposals contained within the Celbridge Town Renewal Masterplan, particularly the proposals relating to Main Street, and where possible these should be reflected within the scheme drawings and future design development. • SPPR would welcome ongoing engagement with the Active Travel team during the detailed design stage to help ensure alignment between this scheme and wider public realm and regeneration objectives. • The incorporation of Sustainable Urban Drainage Systems (SuDS) should be a key consideration throughout the project. • Appropriate and high-quality planting and landscaping should form part of the scheme, contributing positively to the character of the area while supporting biodiversity and climate adaptation objectives.	Noted. The details suggested will be considered during the detailed design stage of the Project. Note this scheme is along Celbridge Road, Maynooth and is not in Celbridge Town.

	Name	Comment	Response
		• The scheme should deliver an inclusive and accessible public realm that is designed for all users and adheres to universal design principles. • Materials selected should be of a high quality, appropriate to the setting, and durable for long-term use. • Ongoing maintenance requirements should be a key consideration in the design process, with preference given to solutions that minimise future maintenance burdens while retaining a high-quality public realm. We trust these comments are of assistance and would be happy to engage further as the project progresses.	
39.	Triona Casey, A/SEE	No submission received.	
40.	Darragh Carey, A/SEE	No submission received.	
National Roads Office			
41.	Marie Whelan, SE	No submission received.	
Climate Action			
42.	Paula O'Rourke, Climate Action Coordinator	No submission received.	
43.	Mary Morrissey, Climate Action Officer	Project Description: Please take into consideration the following P8 for Celbridge Road Maynooth Active Travel Scheme - with reference to the Public Lighting for the scheme. Consideration should be given to the current Climate Action Plan 2024 - 2029 which contains Action S9 - which requires public lighting upgrades to consider impacts on nocturnal species such as bats. The Biodiversity Action Plan 2026 - 2031 proposes "Action 1.9 - Prepare a County policy for Wildlife Friendly Lighting" in partnership with KCC Planning and Dark Skies Ireland. Note the following guidance: DarkSky Approved Luminaires Guidelines	Noted. The details suggested will be considered during the detailed design stage of the Project.

	Name	Comment	Response
		Heritage Council: Environmentally Friendly Lighting Guide These pieces to be taken into consideration in the scheme. The above is a review from the Climate Action these items should be taken into consideration, so that the principle of the design satisfies the current policies and objectives of the County Development Plan and Climate Action Plan.	
Environment Department			
44.	Ibrahim Bargouthi, SE	No submission received.	
45.	Ken Kavanagh, SEO	No submission received.	
Integration			
46.	David Creighton, A/DOS	No submission received.	
Water Services Department			
47.	Marian Higgins, DOS	No submission received.	
48.	Mark Flanagan, SEE	No submission received.	
Building & Development Control			
49.	Liam McNeela, SEE	No submission received.	
Fire Services			
50.	Niall 'Riordan, A/Chief Fire Officer	No submission received.	
Health & Safety			
51.	Michael Hurley, Health and Safety Officer	No submission received.	
IT Department			
52.	Rory Hopkins, Head of Information Systems	No submission received.	
Human Resources			
53.	Ann-Marie Gough, SEO	No submission received.	
Corporate Services			
54.	Joe Boland, DOS	No submission received.	
55.	Letitia Hanratty, SEO	No submission received.	

	Name	Comment	Response
Prescribed Bodies & Third Parties			
56.	Office of Public Works	No submission received.	
57.	National Museum of Ireland	No submission received.	
58.	The Heritage Council	No submission received.	
59.	An Taisce	Supportive submission attached. A Chara, An Taisce wishes to make the following observations on the above scheme. We would like to express our support for the proposed active travel scheme, which places pedestrians and cyclists at the heart of place-making and urban design, in accordance with the Design Manual for Urban Roads and Streets and the National Sustainable Mobility Policy. It also furthers Ireland's efforts to decarbonise our transportation sector and encourages a modal shift from private vehicle dependency towards active travel modes of transport. This assists in achieving a more mobile and healthy society, while improving air quality and climate health via emissions reduction. The layout of the scheme also sets a good urban design precedent for protecting vulnerable cyclists and pedestrians from vehicles via segregated paths, cycleways and roads. It should be ensured that the provisioning of appropriate segregation features maximises cyclist safety and allows for sufficient cycling widths to ensure that adequate prioritisation of cyclists is in effect. Best practice examples from other jurisdictions should be examined to ensure that these safety design aspects are to the highest standard. Vehicle speed limits	The support and points raised below for this active travel scheme are welcome.

	Name	Comment	Response
		should also be proportional to pedestrian and cyclist safety and to enhance the attractiveness of the public realm. We would also emphasise the importance of integrating urban greening into active travel schemes via the retention and installation of trees where feasible, the integration of nature-based drainage solutions such as rain gardens, as well as allowing space for wildflower meadows to develop. This allows for enhancement of the urban space by increasing urban greening which adheres to Article 8 of the EU Nature Restoration Law (NRL) by increasing the proportion of greening within urban spaces, with a non-deterioration obligation under Article 8(1) and an increase in total green space obligation post-2031 under Article 8(2). Article 10 of the NRL seeks a reversal in the decline of pollinator populations by 2030 at the latest and an increasing trend thereafter. The latest All-Ireland Pollinator Plan 2026-2030 seeks the creation of pollinator-friendly habitat every 200 metres across the country. Such measures also contribute towards climate adaptation and flood attenuation by reducing urban heat island effects and flooding risk associated with extensive impermeable hard surfacing. Please acknowledge our submission and advise us of further consultation periods.	
60.	An Coimisiún Pleanála	No submission received.	
61.	National Parks and Wildlife Service	No submission received.	
62.	BirdWatch Ireland	No submission received.	
63.	Environmental Protection Agency	No submission received.	
64.	Geological Survey of Ireland – Heritage	Dear Sir/Madam,	Points raised below for this active travel scheme are noted.

	Name	Comment	Response
	Programme	Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability. With reference to your email received on the 30 June 2026, concerning the proposed Celbridge Road Active Travel Scheme, Maynooth, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution). For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic as illustrated below: **Land and soils** **Soil** • Subsoils (Quaternary Geology) • Tellus Geochemistry • Geotechnical **Geology** • Bedrock • Geophysics • Bedrock & Quaternary 3D **Water** **Groundwater**	

	Name	Comment	Response
		• Aquifers GW vulnerability, GWPSs (GWPPs) • Karst **Surface water** • Tellus Geochemistry **Estuarine & marine waters** • Marine and coastal **Flooding** • GW Climate **Climate Change** **Carbon accounting / Carbon balance** • Geothermal • Carbon capture and storage **Climate change trends** • National coastal change assessment **Cultural Heritage** **Archaeology** • Cherish **Underwater Archaeology** • Shipwrecks **Material Assets** Built Services • Natural resources (Minerals & Aggregates) • Active quarries **The Landscape** **Landscape Appearance & Character** • Physiographic units **Historical landscapes** • Historic mines **Other Relevant Data** **Natural (Geo) hazards** • Landslide Susceptibility Mapping	

	Name	Comment	Response
		• Groundwater flooding • Coastal vulnerability • Subsidence • Radon **Natural heritage** • Geoheritage (County Geological Sites) • Dimension Stone/Stone Built Ireland **Other Comments:** Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie. If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.	
65.	Transport Infrastructure Ireland (TII) - Environmental Unit	No submission received.	
66.	NTA	No submission received.	
67.	Bus Eireann	No submission received.	
68.	Ervia (includes GNI, IW, Aurora)	No submission received.	
69.	Irish Water	No submission received.	
70.	Sustainable Energy Authority Ireland (SEAI)	No submission received.	
71.	Kildare Chamber of	No submission received.	

	Name	Comment	Response
	Commerce		
72.	Kildare Archaeological Society	No submission received.	
73.	Health Service Executive	No submission received.	
74.	ESB Head Office	No submission received.	
75.	Irish Cycling Campaign (formerly Cyclist.ie)	See attached generally supportive submission on behalf of the Irish Cycling Campaign. Introduction The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the national advocacy body for cycling in Ireland with Local Groups operating on a countrywide basis. It is the Irish member of the European Cyclists' Federation and a member of the Irish Environmental Network. Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking. We promote cycling as an integral part of both our natural and built environments—a practical and sustainable way to encourage physical activity and social cohesion in our daily lives. The Irish Cycling Campaign (ICC) welcomes these proposed active travel and bus transport improvements along Celbridge Road and environs in Maynooth, leading to 2 major school locations. Overall the proposed design standards comply with the Cycle Design Manual (CDM), and are of an acceptable standard, with some exceptions. We also welcome the overall quality of the scheme presentation and accompanying documentation.	

	Name	Comment	Response
		We have a number of comments on the proposed scheme, which we outline below. 2 General Comments 2.1 Positive Elements Overall we welcome the layout and detail of this proposed scheme, which will enhance facilities and options for movement of pedestrians and cyclists, in particular, as well as improvements for bus users. In particular we welcome: ● The improved permeability links into Rail Park and between Laurence Avenue and Celbridge Road, which provide alternative walking and cycling options for active travellers. ● The provision of filtered permeability on Laurence Avenue, and its closure to through motor vehicles ● The proposed improved side road junctions, providing continuous at-level linkage for pedestrians and cyclists across the junctions ● The provision of segregated bike/pedestrain tracks of reasonable width along Celbridge Road ● The provision of 3 Toucan crossings, including one upgrade of an existing pedestrian crossing. ● The provision of safe pedestrian and cycling access to the 2 schools at the southern end of the scheme, from the Straffan Road direction ● The relocation and improvement in the bus stops for Rail Park & Rockfield to CDM standard TL202 - but see comment below in Section 2.2 ● The decision to provide a carriageway width of 3.125 metres in recognition of Celbridge Road being an important bus corridor. 2.2 Issues to be Addressed There are a number of aspects of the proposed scheme that we have the following comments on, to suggest potential improvements.	The support for this active travel scheme is welcome.

	Name	Comment	Response
		● While acknowledging the proposed improved permeability links from the Straffan Road to link with Celbridge Road we fail to understand why the scheme limits have not been extended along Celbridge Road to link with the Straffan Road? We suggest that this omission needs to be reconsidered?	The extension of the proposed active travel facilities up to the Straffan Road junction was not feasible due to existing cross-sectional constraints associated with the adjoining property boundaries on both sides of the carriageway. As such, alternative routes were provided through Rail Park and Maynooth Park/Laurence Avenue. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Celbridge Road/Straffan Road junction.
		● Similarly at the southern end of the scheme, it is difficult to comprehend why the present proposal does not extend at least as far as the Griffin Rath Manor junction, in order to provide safe pedestrian and cycle access to residents of the nearby housing estates?	The southern extent of the scheme will tie into the Maynooth Eastern Ring Road (MERR) project, which is currently under construction. The MERR project will continue the provision of active travel areas on both sides of the road up to the Griffin Rath Manor junction.
		● Further to the above bullet point, we suggest that the existing bus stops outside the southern boundary of the Maynooth Educate Together should also be considered for relocation as part of this scheme to more directly serve both the Gaelscoil, and the Educate Together school?	The bus stops referred to are outside the extents/scope of this scheme. Both bus stops are located within the boundary of the Maynooth Eastern Ring Road (MERR) project.
		● We are disappointed that no further permeability openings, or access points for pedestrians and cyclists are proposed between Laurence Avenue and Celbridge Road, to encourage greater levels of active travel, particularly in terms of accessing the local schools.	The existing and proposed upgraded permeability links between Laurence Avenue and Celbridge Road are considered sufficient to provide the required accessibility and connectivity for pedestrians and cyclists. 2 no. cyclists' access are proposed from Laurence Avenue, and 3 no. pedestrian accesses are proposed from Laurence Avenue.
		As Section 4.2.2.2 of the CDM states 'Facilities where	In addition to the requirement for the tie-in with the

	Name	Comment	Response
		pedestrians and cyclists share the same space should be avoided, if possible'. Shared spaces are disliked by both pedestrians and cyclists, as they lead to increased conflict. We note in particular the decision to include the space outside both schools on Celbridge Road, as shared space. This decision appears to be based on possible design proposals for the Maynooth Eastern Ring Road, which the general public is not privy to at this stage? We urge the review of the design elements outside both schools to include segregated facilities for cyclists and pedestrians, and to include this segregation as part of any ongoing future link to the eastern ring road. 3 Summary/Conclusion As outlined above, the Irish Cycling Campaign are generally supportive of the proposed active travel scheme for this section of the Celbridge Road. However, we have requested a number of design reconsiderations as follows: ● Review scheme extents to include Straffan Road junction on northern end and Griffin Rath Manor junction on the southern end ● Include review of bus stop locations and design, outside Educate Together school, as part of the scheme ● Ideally remove shared space designs as part of the design proposals, in line with CDM advice ● Include further access/permeability openings to St Laurence Avenue as part of the scheme design.	Maynooth Eastern Ring Road (MERR) project, the proposed shared active travel facilities would support convenient access to both schools. The shared areas offer improved accessibility and flexibility for both pedestrians and cyclists manoeuvres, particularly for school children, by enabling movements that are not restricted by the directional requirements associated with segregated one-way cycle facilities. Responses to points raised in the Summary/ Conclusion are provided above.
76.	Cycling Ireland	No submission received.	
77.	Health & Safety Authority	No submission received.	
78.	Road Safety Authority	No submission received.	
79.	Minister for Transport, Tourism and Sport	No submission received.	

	Name	Comment	Response
80.	An Garda Síochána	On behalf of Assistant Principal, Corporate Services please be advised that your correspondence to the Commissioner on 19th June 2026 has been received. Your correspondence has been forwarded to the Office of the Assistant Commissioner, Eastern Region who has responsibility for policing in your area, for their consideration and attention. Please contact the Office of the Assistant Commissioner, Eastern Region, An Garda Síochána, Government Buildings, Hebron Road, Kilkenny, R95A668 of email AssistantCommissioner_East@garda.ie should you have any further queries on this matter.	The points raised for this active travel scheme are noted.
81.	An Garda Síochána - Kildare North Community Engagement	No submission received.	
82.	Gáis Networks Ireland	No submission received.	
83.	Commission for Regulation of Utilities	No submission received.	
84.	Industrial Development Authority Ireland	No submission received.	
85.	Irish Wildlife Trust	No submission received.	
86.	Tree Council of Ireland	No submission received.	
87.	Eir Group HQ	No submission received.	
88.	Dept. of Education	No submission received.	
89.	Dept. of Environment, Climate and Communications	No submission received.	
90.	Department of Transport	No submission received.	
91.	Maynooth Tidy Towns Committee	No submission received.	

	Name	Comment	Response
92.	Maynooth Accessibility Group	1. Introduction Maynooth Access Group acknowledges the work and effort that clearly went into drafting this proposal and welcomes the opportunity to participate in the consultative process. Our submission on the proposed Celbridge Road Active Travel Scheme is developed from the perspective of older people and persons with disabilities, including wheelchair and mobility-scooter users, people with limited stamina or balance, blind and partially sighted people, deaf and hard-of-hearing people, people with cognitive or neurodivergent conditions, and people who depend on accessible public transport or car-based assistance. The proposed active travel scheme contains several potentially beneficial accessibility measures. These include wider and upgraded footpaths, continuous footways across private entrances, raised side-road crossings that remove repeated kerb dips, tactile paving, additional controlled crossings, reduced vehicle speeds, improved pedestrian priority and the stated intention to make the route accessible to all. However, the current Part 8 material does not yet demonstrate that the whole journey will be accessible in practice. The principal concerns are the use of shared pedestrian-cycle spaces, interaction between passengers and cyclists at relocated bus stops, the relocation and consolidation of stops, uncontrolled crossings, possible narrowing or clutter at particular locations, the effect of bollards and filtered permeability on wheelchair and mobility-scooter users, construction-stage access, and the absence of a clearly published disability access audit or equality impact assessment.	The support for this active travel scheme is welcome. See responses below.

	Name	Comment	Response
		The strongest concern relates to the proposed bus-stop arrangements. The Part 8 Report states that pedestrians will cross the cycle track at a shared bus-stop landing zone and that cyclists will be advised to yield through road markings. The final layout is deferred to detailed design. This creates uncertainty for blind and partially sighted passengers, people with hearing loss, slower walkers, wheelchair users and people who may require more time to board or alight. A second major concern is the extent of shared use. The scheme proposes shared pedestrian and cyclist facilities near the schools and on parts of Rail Park, Laurence Avenue, Maynooth Park and Straffan Road. Shared use may be difficult for people who cannot reliably see or hear approaching cycles, who have reduced reaction time, or who find unpredictable movement stressful. The NTA Cycle Design Manual itself adopts a general presumption in favour of segregating pedestrians and cyclists where possible. Before approval, Kildare County Council should complete and publish an independent Universal Design and Disability Access Audit, undertake consultation with local disability and older-person organisations, finalise the bus-stop layouts, demonstrate appropriate clear widths and resting opportunities, confirm controlled crossing times, and prepare an accessible construction management plan. 2. Accessibility Commitments in the Scheme Documents The scheme documentation refers to policies requiring a human-centred, whole-journey approach and universal accessibility. The Maynooth and Environs Joint Local Area Plan objective quoted in the documents requires footpaths, tactile paving, cycle paths, roads, crossing	

	Name	Comment	Response
		points, greenways and bus stops to be fully accessible to older people, people with disabilities and people with young children. The Part 8 Report also states that universal design principles should be applied to new transport infrastructure, including public-transport pick-up points. The scheme relies heavily on the Design Manual for Roads and Streets in Urban Areas (DMURS) and the Cycle Design Manual. However, most disappointedly, there are no references in the scheme to policy documents from NCBI, Voice of Vision, Impairment Ireland and the IWA. The IWA in their document “Getting Nowhere” has the following to state about DMURS on page 29: People with disabilities are absent from the hierarchy of user needs in DMURS. However, pedestrians are prioritised over cyclists in the hierarchy. DMURS assumes the needs of nondisabled pedestrians are the same as the needs of pedestrians with disabilities. While people with disabilities are mentioned in this section as the “most vulnerable,” their access needs are not separated from pedestrians without disabilities; thereby erasing the need for designs that are tailored to the unique needs of people with disabilities.” The IWA also notes on page 30 that: There is a whole section in DMURS dedicated to historic contexts and cycle facilities. Yet, there is not a section on accessibility. In the historical section a “mechanism for the protection of historic areas” “based on statutory protection” is included. This is more than what is included for people with disabilities. 3. The Group notes the potential accessibility benefits of the proposed scheme Continuous footways at private entrances The proposed design maintains continuous footpaths and cycle tracks across private entrances, avoiding frequent	

	Name	Comment	Response
		localised level changes. This is beneficial for wheelchair users, mobility-scooter users, people using walking aids and people at risk of falls. Raised side-road crossings Raised crossings can provide a level pedestrian route, reduce the need to negotiate dropped kerbs and encourage lower vehicle speeds. Additional controlled crossings New and upgraded toucan crossings may reduce the distance between safe crossing opportunities and improve access between residential areas, schools and bus stops. Tactile paving Tactile paving is proposed at junctions and crossing points to assist blind and partially sighted users. Wider footpaths The scheme generally proposes footpaths around 2.0 metres wide, which can improve passing space for wheelchairs, mobility aids and accompanying persons. Reduced traffic speed Raised entries, narrowed geometry and filtered permeability may reduce vehicle speeds and lower the severity of conflicts. Improved lighting and surfaces New surfacing, lighting and crossing infrastructure may improve confidence for people who avoid uneven or poorly lit routes. 4. Key Accessibility Concerns from Maynooth Access Group 4.1 Shared pedestrian and cycle facilities The proposal includes shared active-travel facilities near the schools and along parts of Rail Park, Laurence Avenue, Maynooth Park and Straffan Road. Shared space places pedestrians and cyclists within the same movement area.	The scheme has sought to provide segregated pedestrian and cycle facilities where feasible. However, at a limited number of locations, existing physical constraints, including restricted cross-sectional widths, site boundaries, green areas, property impacts, and tie-in requirements, prevent the provision of fully segregated facilities. Shared use

	Name	Comment	Response
		This can disadvantage blind and partially sighted people, people with hearing loss, older people with slower reaction times, people with balance difficulties, wheelchair users and people with cognitive or sensory-processing difficulties. A person who cannot see or hear an approaching cyclist may not know when it is safe to change direction or cross the space. Even where actual collision risk is low, fear and uncertainty can deter independent travel and lead to social isolation. The Part 8 Report proposes signs, markings and tactile paving to alert pedestrians. These measures may assist some users, but they do not provide the same certainty as physical segregation. Moreover, none of the design measures mentioned include restricting cyclists to protect people with disabilities from being overtaken by cyclists. Additionally, none of these measures are mandatory. The NTA Cycle Design Manual states that there is a general presumption toward separating pedestrians and cyclists where possible. The IWA notes that: DMURS outlines that it "promotes cycling as a sustainable form of transport and seeks to rebalance design to promote a safer and more comfortable environment for cyclists." However, there is no acknowledgement of the need to balance the safety of pedestrians, particularly pedestrians with disabilities with the promotion of cycling. There is a way to design safely for all; all road users' needs must be accounted for in the promotion of cycling, but, in particular, the needs of users with disabilities must be included in design. 4.2 Bus-stop relocation and cycle-track interaction The existing Rail Park and Rockfield Manor bus stops are to be merged and relocated. Consolidation may increase the walking distance for some residents. This is particularly significant for people with limited stamina, arthritis, respiratory or cardiac conditions, chronic pain,	areas are therefore proposed. These locations are limited in extent and are necessary to maintain continuity of the active travel network. Appropriate signage, road markings and tactile paving will be proposed to increase user awareness and encourage cyclists to exercise caution when travelling through these sections. Following consultation with the National Transport Authority (funding agency), the location of the bus stop infrastructure along Celbridge Road has been optimised and a pair of bus stops removed. There is an existing pair of bus stops within 175m of each other, which is significantly closer than design

	Name	Comment	Response
		visual impairment, or reliance on a mobility aid. The proposed bus-stop design requires passengers to cross the cycle track. The Part 8 Report states that pedestrians will have priority and cyclists will be advised to yield through road markings, while the final design will be reviewed at detailed-design stage. For disabled passengers, priority must be physically understandable and reliably respected, not merely stated. Blind and partially sighted passengers may not detect approaching cyclists. Deaf and hard-of-hearing users may not hear bells or verbal warnings. A wheelchair user deploying a ramp, an older person using a rollator or a passenger carrying shopping may occupy the crossing for longer than an able-bodied pedestrian. The final design therefore requires a formal accessibility risk assessment and consultation with disabled users before approval. A shared bus stop landing zone is fundamentally inadequate to meet the needs of passengers with disabilities, older persons, parents with buggies, and individuals with visual impairments. Rather than providing a safe and accessible boarding environment, it introduces additional hazards and unnecessary complexity into what should be a straightforward process. For a passenger with reduced mobility, boarding a bus from a shared landing zone requires them to cross an active cycle track, relying on approaching cyclists to recognise their presence and yield appropriately. Only once the cycle track has been safely negotiated can the bus ramp be deployed, after which a wheelchair user or person with a child's buggy must correctly position themselves to align with the ramp before boarding. Each of these additional steps introduces potential delay,	guidance for this type of setting The merging of bus stops balances accessibility, safety and operational requirements within the constraints of the existing route. The new bus stop locations allow improved bus stop infrastructure while maintaining accessibility to the surrounding residential areas. The proposed bus stop layout prioritises pedestrian movement, where cyclists must yield to bus passengers. Cycle speeds will be slowed on approach to the cycle crossing with the provision of speed control measures including horizontal deflection, traffic signs and road markings. Intervisibility between bus passengers and cyclists will be ensured as part of the design. The bus stop landing zone is maximised subject to the existing cross-sectional widths available.

	Name	Comment	Response
		uncertainty, and risk. For people with visual impairments, the requirement to cross a live cycle lane before reaching the bus presents a significant safety concern. Detecting approaching cyclists can be difficult or impossible, particularly where cyclists travel at speed or fail to yield. The design therefore creates an avoidable conflict between vulnerable pedestrians and cyclists at precisely the point where accessibility should be maximised. The purpose of accessible public transport infrastructure is to remove barriers, not create them. A shared bus stop landing zone transfers the burden of managing these conflicts onto the most vulnerable users, making independent and safe access to public transport more difficult. Such a design falls short of the principles of universal design and does not provide an equitable, safe, or dignified means of boarding and alighting from public transport. Bus stop infrastructure should be designed around the needs of passengers not cyclists. The solution to conflict between users of bicycles and users of motor vehicles must not transfer the conflict zone to one between cyclists and pedestrians, particularly where this disproportionally affects disabled people (quoted from Sight Scotland). The final design therefore requires a formal accessibility risk assessment and consultation with disabled users before approval and needs to take inputs from the BS8300-1:2018 which states that pedestrians should have access to and from the bus stop without crossing cycle routes. In March 2024 Living Streets published its research report “Inclusive design at bus stops with cycle tracts” and in September 2024 Guide Dogs commissioned the University of London to conduct research on the	

	Name	Comment	Response
		impact of cycling infrastructure including bus stop bypasses and shared use bus boarders on disabled people and published “Designing for Inclusion”. The latter two documents assisted the Department for Transport, UK, in placing a pause on specific bus stop designs in its published statutory guidance “Floating Bus Stops Provision and Design”, published on 26 January 2026 . 4.3 Uncontrolled crossings Several raised crossings are described as uncontrolled. Raised surfaces may slow vehicles and provide level access, but they do not give pedestrians a signal-controlled phase. Older people often need more time to judge gaps, and people with visual, cognitive or mobility impairments may find informal negotiation with drivers difficult. Where pedestrian flows are high, vehicle speeds remain variable, or the crossing serves a bus stop or important desire line, the Council should explain why an uncontrolled crossing is appropriate and whether a controlled crossing would better satisfy the whole-journey accessibility objective. 4.4 Crossing times and waiting areas The documents identify the locations and widths of controlled crossings but do not provide signal timings, pedestrian clearance times, audible signals, rotating tactile cones, push-button heights or waiting-area dimensions. These details are essential for older people who walk slowly, people using wheelchairs or rollators, blind and partially sighted users, and people who require additional processing time. The Council must publish the assumed walking speed used in signal design and confirm that	The proposed location and level of provision of crossing points have been reviewed in terms of the existing and future pedestrian and traffic conditions. At certain locations, pedestrian demand and traffic conditions do not warrant signal-controlled provisions and hence the provision of uncontrolled raised crossings is considered appropriate and consistent with relevant design guidance and national standards. The specific provisions of traffic signals including signal timings, pedestrian clearance times, audible signals, rotating tactile cones, push-button heights or waiting-area dimensions will be considered as part of the detailed design of the scheme.

	Name	Comment	Response
		requests for extended crossing time can be accommodated. The IWA has noted in its review of DMURS that: In the discussion of crossing design, there is no mention of protection of pedestrians (particularly people with disabilities) from cyclists in the crosswalks mentioned. Instead, we see a prioritisation of cyclists within the mandatory design manual, 'designers should: optimise pedestrian movement, with pedestrian cycle times of no more than 90 seconds at traffic signals.' Yet, walking speeds for pedestrians differ widely based on age and disability. 4.5 Bollards and filtered permeability Filtered permeability at Laurence Avenue is to be created using kerb build-outs and bollards. Such measures can reduce traffic but can also create barriers if the clear spacing is insufficient, if bollards have poor tonal contrast, or if the route requires tight manoeuvring. The design should accommodate larger mobility scooters, powered wheelchairs, adapted cycles and people travelling with a guide dog or personal assistant. Bollards should be detectable, well contrasted and positioned so they do not create a collision risk for visually impaired people. 4.6 Footpath width, obstructions and pinch points The scheme generally proposes 2.0 metre footpaths, but the drawings also indicate constrained sections, guardrails, bus shelters, signs, lighting columns, tree pits and drainage features. The usable clear width may therefore be less than the nominal footpath width. A clear width of around 2.0 metres permits two	The existing footpath network on both sides of the road will continue to provide accessible pedestrian routes for all users, including persons with disabilities. Bollards incorporated within the scheme will be specified with suitable visual contrast in accordance with relevant guidance to maximise visibility for visually impaired users The detailed design phase will include a review of footpath widths, specifically at individual pinch points, to ensure adequate pedestrian widths are maintained where practical.

	Name	Comment	Response
		wheelchairs to pass comfortably, while narrower sections can force users to wait or enter conflict areas. The Council should provide a schedule of minimum unobstructed widths at every pinch point, rather than relying only on nominal cross-section dimensions. 4.7 Tactile paving and legibility Tactile paving is proposed, which is positive. However, the documents do not provide a complete tactile-paving layout for all transitions between segregated, shared and mixed-traffic environments. Inconsistent or excessive tactile paving can be confusing and uncomfortable for wheelchair users, while insufficient tactile information can leave blind users unsure of the pedestrian route. The final design should be independently audited for consistency, tonal contrast and correct use of each tactile surface. Concerns about the use of flat-top tactile paving have been raised in relation to Mill Street and on the Straffan Road at the entry to the Greenways particularly from the users of rollators and mobility scooters who stated that traversing the tactile paving was most uncomfortable and the wheels of the rollators and scooters got stuck causing the rollator to flip over. This is causing these users to use the cycle lanes to avoid the tactile paving. It is deeply concerning that the NTA proposes the use of this type of tactile paving within the Celbridge Road Active Travel Scheme, given the well-documented issues associated with its application. 4.8 Resting places, seating and shelter The route is approximately 1.2 kilometres. The supplied documents do not clearly identify a continuous programme of accessible seating or rest points. Older	Specifications of the tactile paving will be developed as part of the detailed design for the scheme. Tactile paving will be in accordance with the UK Department of Transport's *Guidance on the Use of Tactile Paving Surfaces*. The available cross-sectional width is constrained by the existing road layout, property boundaries and mature vegetation. As a result, opportunities to provide dedicated resting places and seating is

	Name	Comment	Response
		people and people with limited stamina may be unable to walk the full distance without stopping. Respite seating should be provided at suitable intervals, with backs and armrests, space for a wheelchair beside the seat, good lighting and shelter where practicable. Resting places should not reduce the clear pedestrian route.	limited, however this will be reviewed at detailed design stage.
		4.9 Surface quality, gradients and drainage Raised tables and continuous crossings can improve level access, but poor construction tolerances, ponding, abrupt transitions or uneven tactile paving can create trip hazards and discomfort. Mobility scooters and wheelchairs are particularly affected by crossfall, rutting and utility covers. The final design should specify maximum longitudinal gradient, crossfall, upstand, joint tolerance and drainage performance. A post-construction accessibility inspection should be required before opening.	The longitudinal gradients, crossfalls, and drainage provisions will be addressed as part of the detailed design of the scheme.
		4.10 Construction-stage accessibility The estimated construction period is 12 to 18 months. Temporary routes, bus-stop relocations, noise, barriers and changing layouts can disproportionately affect older and disabled residents. Lessons need to be learned from the numerous complaints about the lack of accessibility during the recent construction in Mill Street. The documents do not provide a detailed accessible construction phasing plan. Temporary footpaths should remain level, well lit, clearly signed and wide enough for wheelchairs. Any temporary crossing or bus-stop relocation should be assessed for step-free access and walking distance. Advance information should be available in accessible formats. The Council should liaise with the	The construction phasing plan will be developed as part of the detailed design and tender process for the construction of the scheme. The appointed Contractor will be required to prepare the relevant documents to allow safe access for all parties.

	Name	Comment	Response
		local Access Group, schools, residents' associations and relevant community groups.	
		4.11 Cognitive accessibility and wayfinding The scheme introduces several different environments: segregated cycle tracks, shared spaces, shared streets, raised crossings, toucan crossings and filtered-permeability points. Frequent changes in layout can be difficult for autistic people, for people with dementia, learning disabilities or acquired brain injury. The route should use consistent design cues, simple signage, clear tonal contrast and predictable crossing arrangements. Unnecessary visual clutter should be avoided.	The use of appropriate traffic signs, road markings and surfacing with clear tonal contrast will be proposed in accordance with latest design guidance and standards.
		4.12 Emergency, community and car-based access Some older and disabled residents depend on carers, taxis, community transport, accessible parking, home deliveries and door-to-door assistance. Changes to traffic circulation may increase journey length or make pick-up and drop-off less convenient. The Council should assess accessible taxi and community-transport movements, informal carer drop-off, ambulance access and Blue Badge parking needs. The present documents do not provide a disability-specific access and egress assessment.	The scheme has been developed to maintain vehicular access for all users including access to all residential properties. The proposed works are not anticipated to adversely impact vehicular accessibility or result in a significant increase in journey length.
		5. Evidence Gaps in the Current Application No published independent Universal Design or Disability Access Audit. No published Equality Impact Assessment addressing older and disabled people. No evidence of structured consultation with local disability organisations, older-person groups, wheelchair users,	A Universal Design and Disability Access Audit will be considered as part of the detailed design of the scheme.

	Name	Comment	Response
		blind or partially sighted people, or Deaf users. Final bus-stop layouts are deferred to detailed design. No published walking-distance comparison for residents affected by bus-stop consolidation. No signal-timing, audible-signal or tactile-cone details. No complete schedule of unobstructed footpath widths and pinch points. No clear seating and rest-point strategy. No disability-specific construction access plan. No post-opening accessibility monitoring plan. 6. Recommendations Commission an independent Universal Design and Disability Access Audit before the Part 8 scheme is finalised. Undertake direct engagement with local disability groups, older-person organisations and residents who use wheelchairs, mobility scooters, guide dogs and walking aids. Minimise shared pedestrian-cycle space and provide physical segregation. Do not approve the final bus-stop arrangement until an accessibility risk assessment demonstrates safe boarding and alighting for blind, partially sighted, deaf, mobility-impaired and cognitively impaired passengers while taking on board the recent statutory guidance document issued by the Department for Transport, UK. Assess the increased walking distance caused by merging the Rail Park and Rockfield Manor stops and retain additional stops where necessary for accessibility. Publish signal timings and provide audible signals, tactile cones and accessible push buttons at controlled crossings. Specify a minimum clear footway width at every location, measured after signs, poles, shelters, guardrails, planting and street furniture are installed. Provide accessible seating with backs and armrests at	

	Name	Comment	Response
		regular intervals and at bus stops. Provision of a comprehensive programme of education and training for cyclists and e-scooter users to include disability awareness, road etiquette and respect for other vulnerable road users. Ensure bollard spacing and layout accommodate powered wheelchairs, large mobility scooters, adapted cycles and guide-dog users. Prepare an accessible construction management plan covering temporary footways, temporary bus stops, lighting, information formats and resident assistance. Require a pre-opening accessibility inspection and post-opening reviews at six and twelve months, with a funded process for corrective works. 8. Conclusion The scheme has the potential to improve accessibility through smoother footways, level side-road crossings, tactile paving, lower traffic speeds and additional controlled crossings. These are meaningful benefits. However, accessibility cannot be judged from individual features alone. A route may contain accessible components yet remain difficult or intimidating because of shared use, cycle interaction at bus stops, longer walking distances, uncontrolled crossings, street clutter or construction disruption. The current documents express a strong commitment to universal accessibility but leave several critical details unresolved. For older people and persons with disabilities, those details determine whether the scheme enables independent travel or creates new barriers.	
93.	Maxol Service Station	No submission received.	
94.	St. Patricks Pharmacy, Greenfield Shopping	No submission received.	

	Name	Comment	Response
	Centre		
95.	Romayo's, Greenfield Shopping Centre	No submission received.	
96.	Centra, Greenfield Shopping Centre	No submission received.	
97.	Tommy's Butchers, Greenfield Shopping Centre	No submission received.	
98.	Hair Therapy, Greenfield Shopping Centre	No submission received.	
99.	Redz Barberz, Greenfield Shopping Centre	No submission received.	
100.	Rainbow Dry Cleaners, Greenfield Shopping Centre	No submission received.	
101.	LANA Maynooth Asian Street Food, Greenfield Shopping Centre	No submission received.	
102.	Vincents, Greenfield Shopping Centre	No submission received.	
103.	The Owner (Residential Property 1), Celbridge Road, Maynooth	No submission received.	
104.	The Owner (Residential Property 2), Celbridge Road, Maynooth	No submission received.	
105.	The Owner (Residential Property 3), Celbridge Road, Maynooth	No submission received.	
106.	The Owner (Residential Property 4), Celbridge Road, Maynooth	No submission received.	

	Name	Comment	Response
107.	The Owner (Residential Property 5), Celbridge Road, Maynooth	No submission received.	
108.	The Owner (Residential Property 6), Celbridge Road, Maynooth	No submission received.	
109.	Rail Park Residents Representa tive, Maynooth	No submission received.	
110.	Rockfield Residents Representative, Maynooth	No submission received.	
111.	Laurence Avenue, Maynooth Park, Straffan Way & Greenfield Drive Residents Represent ative, Maynooth	No submission received.	
112.	Straffan Way Residents Representative, Maynooth	Dear SEO, Re: Scheme Overleaf When work commences at junction of Straffan Way / Straffan Place, especially the site clearance of trees etc., would it be possible to include removal of extensive bushes growth outside No. 7 & 8 Straffan Way as growth is invading green space and will soon reach the road. Background Some years ago my neighbour in No. 9 and I cleared excessive growth from No. 1 to No. 6 Straffan Way. The occupant of No. 8 objected strongly to continue this work in front of No. 7 & No. 8. We agreed as we didn't want neighbourly unpleasantness. The then occupant of No. 8 is now deceased, so that issue does not arise.	At construction stage, the clearance of vegetation at this location will be raised and discussed with the relevant council department.

	Name	Comment	Response
		My neighbour in No. 12 keeps the growth from No. 9 to 20 in check. As clearance etc. of this excessive growth is beyond my responsibility (neighbour - No. 9 also deceased), It would be appreciated if Council could include this task while engaging in somewhat similar work on the scheme in question. The Council took charge of estate many years ago.	
113.	Griffin Rath Residents Representative, Maynooth	Griffin Rath Manor is on the south side of the Celbridge road at the MERR end. The Celbridge road is our main connection to the town centre and to the schools Maynooth Eductate Together and Gaelscoil Uí Fhiaich. Our residents are frequent users of the route. We very much welcome the proposed improvements to the Celebridge road as outlined in this part 8. As the two schools have grown the road has become more and more dangerous for children travelling to and from school. The narrow footpaths and overhanging bushes force people to step off the path onto the busy road. The new active travel scheme looks very good and will encourage a reduction in car journeys as families feel safe enough to switch to walking and cycling. The following are a few points from our residents: 1. The hedge on the Laurence avenue side is a menace and keeping it risks defeating the purpose of the scheme. The hedge grows quickly and overhangs the path as well as dropping leaves and debris that make the surface slippy. Preserving hedgerows is a welcome idea but they need a strong maintainance effort.	The support for this active travel scheme is welcome. The maintenance issues outlined will be raised with the relevant council department.

	Name	Comment	Response
		2. The raised design of the cycle path, coloured in red asphalt and with priority over the entrances is a great improvement and will be particularly beneficial for wheelchair users.	Noted.
		3. The kerb dividing the cyclepath from the footpath is problematic. The principle users will be young children on their bikes and scooters supervised by their parents. Even the smallest kerb will cause accidents. Could a simple white line be considered in this case?	The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish. A trapezoidal delineator kerb is required to facilitate visually impaired people. The above measures are in line with design guidance and national standards.
		4. The car route through Laurence avenue is a popular shortcut to the shops from our estate. There were however no complaints about closing it to through traffic. It will make the walk more pleasant.	Noted.
		5. It's great to see more bike paths around town but could there also be more bike parking, especially at the shops?	Noted. The details suggested will be considered during the detailed design stage of the Project.
		6. The new bus shelters are very welcome, will there be live bus information?	Bus shelters will be provided at each bus stop location however live bus stop information is not proposed at this time.
		7. Could we please ask that the traffic lights be sequenced and tested fully. We had problems in town with new lights not being in sync with the existing.	As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.
		Overall the new design is very positive and will greatly enhance the safety of our children travelling to school.	
114.	Griffin Rath Hall Residents Representative, Maynooth	No submission received.	
115.	Kingsbry Residents Representative, Maynooth	No submission received.	

	Name	Comment	Response
116.	Greenfield Shopping Centre	No submission received.	
117.	Infrastructure Officer SRTS Programme (An Taisce)	No submission received.	
118.	Gaelscoil Uí Fhiaich	No submission received.	
119.	Maynooth Educate Together National School	No submission received.	

3.3 Third Party Submissions / Observations

Members of the public and other Third Parties were invited to make submission on the proposed development. A summary of all Third Party submissions is provided in Table 3 and submissions with attachments, where relevant, are provided in Appendix E.

Table 3: Third Party Submissions

No.	Name	Comment	Response.
Third Party			
1.	Michael Barry	**Celbridge Road Active Travel Scheme, Maynooth** This is a really great scheme. Makes so much sense and will really improve cycling for children and parents, and others. There will be pushback about the filtered permeability but it makes a huge difference so please keep it. My main concern is some of the junction designs. Where possible the turning radius should be tightened and even segregated junctions should be used. You have segregated junctions in some places but not in others. Great work overall, thanks.	The support for this active travel scheme is welcome. In relation to junction designs, the turning radii has been designed in accordance with design standards and national guidance.
2.	Martin O'Leary	**Badly needed before a child is seriously hurt or killed** I'm a parent of a Junior Infants child at Scoil Uí Fhiaich (and soon I'll have two children attending the school), and currently we can't safely use our bikes to get there. The route is reasonably safe as far as the Celbridge Road/Straffan Road junction, but from there to the school it is simply far too dangerous to cycle. As a single-car household with two working parents and two school-age children, I think it's crazy that we can't cycle safely to school within the town.	The support for this active travel scheme is welcome.

No.	Name	Comment	Response.
		Even walking on the footpath feels dangerous when lorries are passing by. I would be very glad to see this project happen sooner rather than later—especially considering it's now 20 years since the school opened. One thing I would strongly advocate for is the use of physical barriers to separate cyclists from traffic wherever possible. I appreciate that space is limited along parts of the route, but proper segregation would make a significant difference to safety and encourage more families to cycle.	The uni-directional cycle track will have a 125mm upstand kerb from the carriageway. Within the 'School Zone', pencil bollards are proposed which will act as a physical barrier and deter parking in the cycle track/footpath. Provision of physical barriers elsewhere would reduce the effective width of the active travel facilities and would not be in line with design standards and national guidance.
3.	Maria Whelan	I am in absolute favour to finally see this proposed active travel plan for the Celbridge road. My children travel this every day and it is just so unsafe. I am delighted to see the cycle path as noted. Also the right of way for cars on Laurence Avenue will be much safer than it is currently.	The support for this active travel scheme is welcome.
4.	Deirdre Wafer	**Laurence Avenue** Is it intended to remove the ramps currently on Laurence Ave as unclear from drawings? To get in and out of Laurence ave - you appear to have to go onto Celbridge road but no traffic lights to let you out - how it is proposed to do this safely in a car? Given changes proposed does the Council then look after greenery, trees etc. At present fees to Residents Assoc pay for maintenance	For this Part 8 proposal, there are no plans to remove the existing ramps on Laurence Avenue. The access to and from the properties at Laurence Avenue will be at the same location out onto Celbridge Road as per the current arrangement. This priority junction (Laurence Avenue to Celbridge Road) will be upgraded (as shown on the Part 8 Drawings) in line with design standards and national guidance. Access onto Celbridge Road will be the same as other residential estates on this road. Laurence Avenue is an estate taken in charge by KCC. The

No.	Name	Comment	Response.
			maintenance issues outlined will be raised with the relevant council department.
5.	Elizabeth Wilson	**Overtaking on the Celbridge Road** Hello, I am a parent of two 11 year old's attending Maynooth Educate together on the Celbridge Road. I live in the Griffin Rath Manor estate for 15+ years. I am concerned at the amount of high speed blind overtaking on the Celbridge road, especially of public transport busses stopped for the briefest time on this road. I have observed multiple near misses where cars are blindly overtaking busses, especially near misses of vehicles coming out of side streets and estates (Griffin rath, Rockfield etc) by these overtaking cars, and feel this becomes a much high risk for cyclists who will be in increasing numbers, once the long awaited cycle lanes are introduced. Would you consider placing a solid white line on from the Straffan Road junction all the way to the new ring road junction, to try and minimise / eliminate this high risk behaviour ?	This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road, • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr Following the implementation of the scheme and post review of the above measures, the need for a solid white line can be further assessed.
6.	Aisling Nodwell	• Hedging and trees along the route: Ideally, these should be replaced with a wall to prevent overgrowth onto the path and to reduce the need for ongoing maintenance. Ifa wall is not provided, existing trees and hedging should be cut back or replaced with slow-growing planting and maintained regularly during the school year, for example in August, February and May. • Maintenance and path safety: If hedging and trees remain, they will require regular maintenance. Leaves, branches and debris should be cleared promptly by Kildare County Council to reduce slip, trip and accident risks.	The scheme has been designed to allow for the conservation of as much hedgerow and trees as possible. For many reasons including ecology and biodiversity, it is not proposed to replace hedging with walls along the route. Other observations re trees and hedges are noted. Noted.

No.	Name	Comment	Response.
		• Speed limits: The speed limit in the school zone should be reduced to 30 km/h.	There is an existing periodic speed limit at the schools of 30km/hr. This will be retained as part of the scheme.
		• Speed signage: Clear speed signs should be installed on the approaches to the schools from both directions and maintained so that they remain visible and effective.	Noted.
		• Surface water: Footpaths and cycle tracks should be designed and cambered so that surface water drains away effectively.	Noted.
		• Flooding: Celbridge Road has flooded regularly in recent years, particularly with heavier rainfall. The design should include effective drainage and water run-off measures to help prevent flooding.	Noted.
		• Levels between footpaths and cycle tracks: The footpath and cycle track should be flush, with no raised elements that could create trip, fall or accident hazards. Different coloured surfaces should be sufficient to distinguish the spaces. As the proposed cycle track is one-way only, users may need to move between the footpath and cycle Track to pass each other safely.	The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish.
		• Connection to the Maynooth Eastern Ring Road: It is welcome that this scheme will tie into the Maynooth Eastern Ring Road, and this connection should be designed to provide safe onward connectivity.	Noted.
		• Gaelscoil Uí Fhiaich entrance enhancements: The proposed entrance enhancements into Gaelscoil Uí Fhiaich are welcome and should prioritise pupil safety.	Noted.
		• Lighting: The proposed lighting upgrades are welcome. If trees and hedging remain,they should be cut back and maintained to ensure there are no dark spots along the	Noted.

No.	Name	Comment	Response.
		route that could pose a safety risk.	
7.	Bry Johnston	**Excellent change, more needed** I support the proposals in P82026.02, but strongly feel similar measures are needed along the entire route to Celbridge. These two neighboring towns have no safe means of moving between them for anyone outside of a vehicle. Celbridge should be a 15 minute bike ride from my house in Newtown but instead is an unpredictable bus ride or needlessly burned petrol.	The support for this active travel scheme is welcome. The continuation of active travel facilities to Celbridge is outside the scope of this scheme but may be considered as part of future schemes in the area.
8.	David T	Has there been any consideration given to the use of the green area on Lawrence Avenue for the use of cycle lanes/ footpath for safe access to both schools? The green area would provide a safer route for school access and keep children off the main road. The path could lead to the current right of way at the east end of Lawrence Ave that leads on to the path on the main road. This point would also serve as an artery to the traffic light controlled pedestrian crossing that should be in place before the entrance to both schools. It would allow safe crossing to children continuing on to Maynooth Educate Together. A footpath/cycle lane off that stretch of main road would allow for the removal of the current narrow footpath, which in turn would allow for a permanent cycle lane on the north side of the Celbridge road. The main road would retain its size allowing for a raised cycle path on the north side of the road.	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area at Laurence Avenue was an option included in this analysis but was not determined as the preferred option. The provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.
9.	Judith Chacon	I agree with this proposal because kids deserve a safe place to go to school. It's important that adults do their best to show them that walking and cycling are good options for getting to school and around the city. They can be more independent in getting to school rather than being reliant on cars, which can contribute to congestion. However, we can only encourage this if we create safe environments for these alternatives.	The support for this active travel scheme is welcome.

No.	Name	Comment	Response.
10.	Paul Barry	Having reviewed the proposal, would it be possible to include some bike stands or other form of parking for bicycles while completing the upgrade works on the roads around Greenfield Shopping Centre? Currently there are no bike stands there, only car park spaces, and there is a lack of structures nearby to secure a bike to while using the shopping centre.	Noted. The details suggested will be considered during the detailed design stage of the scheme.
11.	Straffan Way Residents Assoication	Submission included under the Prescribed Bodies & Third Parties section of this report.	Response included under the Prescribed Bodies & Prescribed Third Parties section of this report.
12.	Ciaran Bonner	Broad support for this scheme, vital for both schools I appreciate it's a tight road in places and it's hard to come up with a perfect solution but the proposals look very good.	The support for this active travel scheme is welcome.
13.	Brian Dombrowski	I am writing in support of the proposed Celbridge Road Active Travel Scheme (Planning Reference P8202602). Better walking and cycling facilities on this route are badly needed, particularly given the two primary schools that open onto it and the many children and families using the road daily. While I fully support the scheme, I want to raise one concern about the design: the width of the walking paths and the lack of separation from the road. Narrow footpaths cannot comfortably handle school-run pedestrian traffic — buggies, groups of children, and people passing in both directions — and force pedestrians close to moving vehicles. I ask that footpaths be designed to a generous width, and that a physical buffer (verge, planting strip, or segregation from the traffic lane) be included rather than relying on a kerb alone. Getting these two elements right will make the difference between a scheme that exists and one people actually	The support for this active travel scheme is welcome. Due to the constrained environment, the typical existing cross section does not allow for the provision of widened footpaths (beyond typically 2m in width) along with uni-directional cycle tracks on both sides of the road. Similarly with the typical cross section, there is insufficient space for a verge/planting strip. Land acquisition is required at a number of properties to allow for the (above) provision of active travel facilities along Celbridge Road. In line with current design guidance, the uni-directional cycle track will have a 125mm upstand kerb from the carriageway. In addition, within the ‘School Zone’, pencil bollards are

No.	Name	Comment	Response.
		feel safe using. I encourage the Council to prioritise pedestrian width and separation in the final design, and I welcome the project overall.	proposed which will act as a physical barrier and deter parking in the cycle track/footpath.
14.	Ciaran O'Driscoll	I am fully supportive of the Celbridge Road Active Travel Scheme and welcome the proposed improvements to the area. These safety enhancements are badly needed and have been a long time coming — particularly for children, families, school staff, and everyone else who uses this road daily. Providing safe, unbroken footpaths and cycle tracks is vital if we want to encourage more people to walk, cycle, and scoot to school. The scheme should ensure safe connections with other existing and planned footpaths and cycle tracks in the surrounding area. The speed limit through the school zone should be lowered to 30 km/h to better protect vulnerable road users. This is only useful though if there is enforcement (which we have never seen in the area around the schools) Clearly visible speed signage needs to be put in place on the approaches to the schools from both directions and regularly maintained to ensure they remain effective over time. It is positive to see that this scheme will link up with the Maynooth Eastern Ring Road, and this connection should be designed to ensure safe, seamless onward connectivity for pedestrians and cyclists.	The support for this active travel scheme is welcome. There is an existing periodic speed limit at the schools of 30km/hr. This will be retained as part of the scheme. The details suggested in the other points will be considered during the detailed design stage of the scheme.

No.	Name	Comment	Response.
15.	Siddhi M	Hi, I am a resident of the new estate at The Grange on Celbridge Road where the proposed Active Travel Scheme is planned. Could you please let me know the approximate timeline for delivery of this project? I believe the scheme is very much needed and totally support it, particularly along the school route. I hope more parents use the cycle path with their kids instead of cars to drop them off. I just reviewed all the drawings and photomontages and I understand that the carriageway will be narrowed to facilitate cycle tracks on both sides and will be designed according to the cycle design manual. I would like to raise two points that I feel may benefit the project in the long term - 1. I am concerned that traffic congestion at this junction could worsen due to the narrower carriageway and the closure of Lawrence Avenue to through traffic. As a resident, I already find it quite difficult to access the M4 during busy periods. The alternative route through Mullen Park beside Lidl is also challenging as the traffic light phase is very short and only allows a small number of vehicles through each cycle. Now with traffic from Lawrence Avenue and other surrounding estates likely to be directed towards the same junction so could the traffic signal timings be reviewed as part of the project? For example:	Pending Part 8 planning consent approval and agreement on land acquisitions along the route, construction on this scheme may commence towards the end of 2027 with an estimated 12-month construction period. The support for this active travel scheme is welcome. This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure along this section of road which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so. In relation to traffic congestion at the Straffan Road signalised junction, this project forms part of the solution to reduce the number of vehicles on this section of road by providing an

No.	Name	Comment	Response.
		Increasing the green light duration for traffic exiting Celbridge Road to Straffan Road. Increasing the right turn filter time from Straffan Road onto Celbridge Road. Reviewing the timings at the Lidl junction to improve traffic flow towards the M4.	alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.
		2. From the drawings and photomontages, I noticed that the two bus stops on Celbridge Road appear to have been consolidated into one stop closer to the junction which is absolutely necessary as the bus stops were really close to each other and didn't make any sense to have two.	Noted.
		Just in regards to that, Photomontage Viewpoint 4 (uploaded with this submission) looks quite bare, with existing grassed areas being removed to accommodate the cycle and pedestrian facilities. Would it be possible to consider adding some additional greening elements, such as planters, landscaping, or grass strips, to help retain the local character of the area? My concern is that Maynooth is a small town, and it would be great if the scheme could maintain a more natural and welcoming feel rather than feeling overly city like. I would appreciate if these points could be taken into consideration and look forward to hearing about the project timeline.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.

No.	Name	Comment	Response.
16.	Fiona Dunne	Hi all, Thank you for your work on this plan. As a cyclist and parent I am delighted to see that serious plans are underway. This is a huge improvement on the existing layout. I have just a few observations. 1. Hedgerow along the Straffan Road on the Laurence Avenue side is large, overgrown and overshadows the existing footpath. I understand all efforts are undertaken to preserve existing trees and hedges but I feel a huge opportunity is being missed here to clear back this hedgerow and create some space on this side of the road. This would result in a fairer distribution of space on both sides and would allow for wider pathways and road lanes. Railpark is losing all their greenspace in front of their houses. Perhaps some could be retained if the Laurence Avenue hedgerow was pushed back.	The support for this active travel scheme is welcome. A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area at Laurence Avenue was an option included in this analysis but was not determined as the preferred option. The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets

No.	Name	Comment	Response.
			(DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		2. It is proposed that cycle symbols are painted on part of the road in front of Railpark. Is this still just a roadway? I feel this is not clear for road users. Surely cycle symbols should only be used on segregated cycle paths.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Road markings for the shared street will be incorporated into the design as per the Traffic & Signs Manual.
		3. I am delighted to see that there is buffer kerb separating the cycle lane from the road traffic. This is crucial as the majority of daily cyclists will be wobbly children attending the two primary schools. Any efforts to create more lane space to facilitate even bigger buffers is worth considering given the Straffan Road has a good bus service resulting in very large vehicular traffic moving at speed, Thanks again for your work on this.	Noted.
17.	Ali Sheridan	Please find attached my detailed submission in support of the Proposed Celbridge Road Active Travel Scheme (Planning Reference: P82026.02). I strongly support the	The strong support and points raised below for this active travel scheme are welcome.

No.	Name	Comment	Response.
		scheme and respectfully request that Kildare County Council approve and proceed with its delivery. The attached submission sets out my observations and the planning reasons for my support. Dear Sir/Madam, I wish to express my strong support for the Proposed Celbridge Road Active Travel Scheme and respectfully urge Kildare County Council to proceed with the project as proposed. This scheme has been sought by the Maynooth community for well over twenty years. Its delivery is long overdue and represents an important investment in the town's future, improving safety, accessibility, public health and environmental sustainability. The Celbridge Road is one of the busiest transport corridors in Maynooth, serving multiple schools, established residential areas, public transport and the significant new residential developments planned and under construction to the west of the town. It will also form an increasingly important link to the Maynooth Outer Orbital Route as the town grows. Despite its importance, it has never provided continuous, safe infrastructure for people walking, cycling, wheeling, scooting, pushing buggies or using wheelchairs. This proposal addresses that longstanding deficiency by creating a connected, protected route that will benefit people of all ages and abilities. A particularly important benefit of the scheme is the provision of safe routes to school. Families should have genuine transport choices. Many parents currently drive children to school because walking or cycling on the existing road network is unsafe. The proposed segregated cycle tracks, improved footpaths, toucan crossings, school	

No.	Name	Comment	Response.
		zones and enhanced crossings will make it much easier for students and families to walk, cycle or scoot safely. This will reduce school gate congestion, improve road safety and encourage healthier travel habits from an early age. The schools along this corridor deserve particular recognition for their leadership and persistence in advocating for these improvements. For many years they have engaged constructively with the Council through meetings, consultations, campaigns and community initiatives to highlight the need for safer access for pupils. Their commitment to creating a safer environment for children has been exemplary, and it is now time to deliver the infrastructure they have long championed. Safety is perhaps the strongest argument for proceeding with the scheme. Over many years there have been a number of accidents and near misses along this corridor involving people walking and cycling, particularly around school times and at junctions and crossing points. These incidents demonstrate that the existing road layout does not adequately cater for vulnerable road users. It should not take a more serious incident before improvements are made. The proposed segregated cycle tracks, upgraded crossings, school zones and traffic-calming measures will significantly improve safety for everyone using the route. Significant new residential developments are planned and under construction on the western side of the town. It is vital that these neighbourhoods are connected to schools, shops, public transport, employment and recreational facilities through high-quality active travel infrastructure from the outset. Providing this connectivity now will help avoid locking future residents into unnecessary car dependency and ensure that sustainable transport	

No.	Name	Comment	Response.
		becomes the natural choice for many everyday journeys. From a climate perspective, the scheme is exactly the type of infrastructure that local authorities should be delivering. Ireland has declared a climate emergency and has committed to reducing greenhouse gas emissions across the transport sector. Transport remains one of the largest sources of emissions. Making walking, cycling and wheeling safe, convenient and attractive is one of the most effective ways to reduce short car journeys, lower fossil fuel consumption, improve local air quality and contribute towards achieving national and local climate objectives. Reducing congestion is another significant benefit. Every journey made by foot, bicycle or scooter instead of by car frees road space for those who genuinely need to drive, including public transport, emergency services, deliveries and people with mobility needs. Well-designed active travel infrastructure therefore benefits all road users, not just cyclists and pedestrians. I also welcome the inclusion of filtered permeability, upgraded crossings, improved bus stop arrangements and better integration with surrounding streets. These measures will improve connectivity throughout the area and create a more coherent, accessible and attractive transport network. While the removal of some mature trees is regrettable, I note that the proposal provides for compensatory planting of more trees than are being removed. This represents a balanced approach that allows the delivery of essential public infrastructure while maintaining and enhancing the area's tree canopy over time. The wider environmental benefits of the scheme should also be recognised.	

No.	Name	Comment	Response.
		Enabling more people to walk, cycle and wheel instead of making short car journeys will reduce fossil fuel consumption, greenhouse gas emissions, air pollution and noise, while contributing positively to biodiversity through improved environmental quality and the additional tree planting proposed as part of the scheme. Overall, this project represents good planning and a long-term investment in Maynooth's future. It aligns with national policy objectives promoting sustainable transport, healthier communities, improved road safety, climate action and compact urban development. Most importantly, it will give residents including children, older people and those with disabilities, a safe and practical alternative to the private car for everyday journeys. I strongly encourage Kildare County Council and the elected members to approve and deliver the Proposed Celbridge Road Active Travel Scheme without delay. After more than two decades of discussion, planning and advocacy, the people of Maynooth deserve to see this important project delivered.	
18.	Paul Mitchell	I wish to lodge a formal objection to the current design of the proposed Celbridge Road Active Travel Scheme based on the following grounds: Unfair Traffic Displacement: The proposed filtered permeability between Laurence Avenue and Maynooth Park will not eliminate vehicular traffic. It will instead put more pressure on the Celbridge Road - particularly at peak travel times which is currently already undesirable to access - with additional traffic coming from Laurence Avenue, the new housing estate (The Grange) which looks to be nearly completed, the extra traffic coming from the new ring road when it opens, and any other traffic	This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure along this section of road which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so. In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on the roads by

No.	Name	Comment	Response.
		which would have otherwise used the so-called rat run between Maynooth Park and Laurence Avenue.	providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions in the area will be reviewed and discussed with the KCC Traffic Management Department.
		Significant Commute Disruption: Creating the filtered permeability will force Laurence Avenue residents into very inconvenient detours just to exit/access their own estate forever more by virtue of always having to join/turn off at the Celbridge Road.	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.
		Loss of Mature Trees, Estate Aesthetic and Privacy: The planned removal of mature trees along the Celbridge Road corridor will severely degrade the visual amenity, local biodiversity, and established character of the immediate environment bordering the estate. Young sapling replacements will take decades to offer the same environmental benefit - assuming they ever reach maturity. Laurence Avenue is a very mature estate and should not be defaced in any way by any upgrades. Residents will suffer loss of privacy owing to any mature trees which are felled - particularly opposite the three-storey units in the new Grange estate. The loss of even one tree is one too many. There are concerns too about	The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. For the most part and as shown on the Part 8 Drawings, the trees and hedgerow are being retained in front of Laurence Avenue. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green area were identified as requiring removal (for safety reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the scheme. The trees requiring removal are shown on the Part 8 Drawings. The trees that require removal will be replaced elsewhere

No.	Name	Comment	Response.
		how badly impacted the fencing/hedgerow which borders Laurence Avenue would potentially be by any upgrades. An environmental impact study should also be carried out.	resulting in a net gain of trees for the scheme.
		Adding to the Existing Laurence Avenue Problem: Since opening the end of the estate to pedestrian traffic approximately 5 years ago, Laurence Avenue residents have suffered from cars using this part of the estate as drop zones during school hours. This has presented problems to residents with increased concerns over safety: cyclists and pedestrians frequently travel up and down the middle of the road, oblivious of vehicular traffic. Children run across the street blindly from behind parked cars, and car doors swing open with no warning. Further, cars persistently park during the school hours in very inconsiderate locations along Laurence Avenue often making it difficult to navigate the road or actually be able to access our own driveways as parked cars prevent the necessary turning angle to comfortably access driveaways. The addition of the filtered permeability and increased traffic pressure on the Celbridge Road will inevitably lead to more cars using the end of Laurence Avenue as a drop/pick up zone to avoid the inevitable increased traffic queues and further increase safety concerns. Laurence Avenue will even more so become a primary route for school traffic (foot, car, and bicycle) and associated parking when the exact opposite should be encouraged.	As outlined above, this project would provide safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so. In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel to and from the schools. During the early stages of implementation of the scheme, a Community Warden could be made available to assist all traffic and users getting to and from school.
		The One Entrance Safety Issue: Reducing the ingress/egress of Laurence Avenue to one junction will cause further safety concerns with increased traffic loads as cars often turn onto the estate using this junction without yielding. This problem will still be very much apparent during school runs.	In addition to the above, the proposed junction layout to Laurence Avenue will include raised entry treatments to provide a more comfortable crossing for pedestrians and cyclists and to remove the need to dish-down. Pedestrians, cyclists and vehicular traffic will be segregated from each other through each junction. Vehicles shall navigate a ramp and bevelled kerbs when entering/exiting these junctions

No.	Name	Comment	Response.
		Hindered Emergency and Service Vehicle Access: Restricting vehicular access between Laurence Avenue and Maynooth Park creates a physical bottleneck. This could dangerously delay critical emergency services and daily service vehicles navigating the estate. Antisocial Behaviour: There is real concern that the filtered permeability could encourage antisocial aggregations in its vicinity.	which will promote slower speeds. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed.
19.	Joseph Bonham	The aspiration for the improved and safer access up the Celbridge road especially for school going children who walk or cycle is to be commended. However as a resident of the proposed changes will have permanent and detrimental effects on the layout and amenity of the estate. Can I propose the retention of the green area along the Celbridge road and the creation instead of a shared cycle and vehicle lane along the existing avenue within the estate. A raised intersection at the estates Celbridge road exit would permit a safe passage by reducing vehicle speed at the junction. Maintaining the grass lawn along the length of the estate will maintain the current distance of vehicles on the main road from the houses in the estate, reducing noise and particulate pollution. I would propose the planting of a	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties.

No.	Name	Comment	Response.
		hedge as well as more trees on the green to promote a healthier environment for the residents on that stretch of the estate. The construction of nearby Fitzgerald Close caused serious access and safety issues in Railpark. Parking on footpaths and at bends caused major inconvenience and safety concerns. We would need assurance that any such works on the Celbridge road would not cause a repeat of such behaviour by construction and contractor crews. In addition to my earlier submission would it be possible for a shared cycle/ pedestrian/ car lane to be provided in Laurence Avenue. This would eliminate the need to alter the width of the main road or divert it towards the Railpark houses. Since the proposal also means the closure of vehicular access from Maynooth Park it would be a safe and seamless travel corridor. Cyclists going up the Celbridge Road can access the shared route through the triangle at the Railpark/ Straffan Road, journey through the estate on the existing estate road and exit at the current estate exit on the Celbridge Road. Cyclists coming from the Celbridge direction would be diverted through Laurence Avenue to exit at the Greenfield Shopping Centre. This means less pedestrian/ cyclists needing to access the Celbridge/ Straffan Roads at the Maxol junction which can't be widened anyway without a CPO of land at Maxol or Railpark gardens. It reduces the cost of having to widen or divert the Celbridge road at the Railpark estate.	A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. A Construction Environmental Management Plan (CEMP) would be produced at the construction stage. Parking in residential estates by construction workers will not be permitted. A temporary construction compound with parking will be identified at construction stage. A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). A number of options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and residential street at Laurence Avenue were options included in this analysis but was not determined as the preferred option. The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.

No.	Name	Comment	Response.
20.	Killian Donnelly	At the outset, I want to express my strong support for the overall scheme. The proposed cycle tracks, upgraded footpaths, improved crossings, school zone measures, bus stop enhancements, and landscaping works represent a significant and positive investment in safe, sustainable mobility for Maynooth. I welcome the ambition of the project and believe it will deliver real benefits for pedestrians, cyclists, school communities, and public transport users. However, I wish to object to one specific element of the proposal: Objection to the Closure of Laurence Avenue to Through Vehicular Traffic I respectfully request that Kildare County Council reconsider the proposed closure of Laurence Avenue to through-traffic. While I fully support the active travel objectives of the scheme, the closure of this road section would have several negative impacts on local residents and the wider movement network: Loss of permeability for local journeys: Laurence Avenue is an important connector for short, local trips within Maynooth. Removing vehicular permeability will lengthen journey times, reduce route options, and inconvenience residents who rely on this link for everyday access. Emergency access considerations: Through-access on Laurence Avenue provides an additional route for	The support for this active travel scheme is welcome. The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but

No.	Name	Comment	Response.
		emergency vehicles. Restricting this may reduce flexibility in response times, particularly during peak congestion periods. Balanced mobility: The overall scheme already delivers extensive improvements for pedestrians and cyclists. Maintaining vehicular permeability on Laurence Avenue would preserve a balanced, multi-modal network without undermining the active travel benefits elsewhere in the project. For these reasons, I ask the Council to retain vehicular through-access on Laurence Avenue while continuing with all other proposed active travel enhancements. Another suggestion would be to build bus shelters at the new proposed locations similar to the ones situated outside griffin rath. It rains a lot in Ireland, I don't know why we wouldn't have covered bus shelters. Aside from the issue above, I wish to reiterate my full support for the remainder of the Celbridge Road Active Travel Scheme. The project represents a major step forward for safe, sustainable transport in Maynooth, and I commend the Council for bringing it forward.	through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. As part of this scheme and as shown on the Part 8 drawings, bus shelters will be provided at all bus stops.
21.	Cllr Donna Phelan	Submission included under the Elected Members section of this report.	Response included under the Elected Members section of this report.
22.	Cllr Peter Melrose	Submission included under the Elected Members section of this report.	Response included under the Elected Members section of this report.
23.	Gráinne O'Rourke	Title: Provision of shared facilities for pedestrians and cyclists as shown on the Part 8 drawings In relation to the creation of a 'quiet street' outside houses 71 - 63 the residents would require assurances that these cycle lanes proposed, on the existing street, would not	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on

No.	Name	Comment	Response.
		impact on the on street parking currently being used and enjoyed by the residents now or at any point in the future. Title: Widening of path between houses 70 and 71 The huge increase in the size of this path to almost double its size, increase in pedestrian and cycle traffic, foot flow, noise and general activity will have a large impact upon the residents either side (70 & 71) and are a significant change to the existing path use. I would request that a wall be erected by KCC to provide security, safety, noise protection to the existing residents. A block and stone clad wall can already be seen along the Straffan Road providing a similar barrier for other residents. A wall the same height as existing fence / wall would be acceptable. Title: Railpark Footpath and lighting upgrade Many of the footpaths and street lights across rail park are almost 50 years old, broken, damaged and not fit for purpose. Opening up the estate to new foot and cycle traffic would require complete upgrade of these throughout the scheme. Title: Grass area along the Celbridge Road The proposed removal of the entire green space, in existence over 50 years, outside houses 62 - 47 is unacceptable. The revision of the plans to move these proposed paths / cycle lanes onto the existing railpark road should be considered. There are footpaths in existance outside these houses and they do not need to be replicated again. The cycle land could move onto the road in a 'quiet street' format similar to proposal outside	Straffan Road and the proposed active travel facilities on Celbridge Road. Under the Part 8 proposal, there are no plans to restrict parking on this street. KCC will engage with the residents of house no.'s 70 and 71 in Rail Park to discuss and agree boundary treatment options. The maintenance issues in the estate outlined in the submission will be raised with the relevant council departments. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance

No.	Name	Comment	Response.
		houses 71 - 63 Title: Additional information required about the drawing note ' junction and road upgrade to be progressed under a seperate part 8 at a future date' There has been no consultation with the residents of these houses 71 - 63 and this is required as a matter of urgency.	with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. KCC will engage with residents when resources and funding become available to progress this scheme i.e. upgrade of the Celbridge Road/Straffan Road junction and adjoining section of road.
24.	Patricia O Connor	Please find attached comments below on add attachments on the change of use of the lane between 71 and 70 Rail Park Maynooth. There doesn't seem to be and add attachment place here so I have attached letter below. RE: SUBMISSION / OBJECTION – Part 8 Planning Ref P82026.02 Proposed Celbridge Road Active Travel Scheme, Maynooth (Focusing on the Upgraded Shared Link connecting Rail Park to Straffan Road & Proposed Shared Street Layout) Dear Sir / Madam, I am writing as a resident living directly adjacent to the proposed works at the Rail Park / Straffan Road link to submit a formal observation regarding the Proposed Celbridge Road Active Travel Scheme (Planning Ref:	

No.	Name	Comment	Response.
		P82026.02). While we fully support the broader goals of improving active travel infrastructure in Maynooth, the current design for the upgraded shared link connecting Rail Park to Straffan Road directly impacts our residential boundary and creates severe concerns regarding medical amenity, noise, privacy, and safety. 1. Direct Impact on Medical Well-being & Residential Amenity My husband lives with Parkinson's disease, a progressive neurological condition. Maintaining a calm, quiet, and low-stress environment is a medical necessity for his health, sleep, and overall well-being, as external stress, sudden noise, and sleep disruption directly aggravate his physical symptoms. Converting the quiet residential lane running directly along our side/rear boundary wall into a high-volume active travel arterial route will bring continuous foot, bicycle, and e-scooter traffic within feet of our living space. Without substantial, high-specification physical sound mitigation, the resulting ambient noise, chatter, and footfall will severely impact his quality of life and diminish our ability to maintain a peaceful, supportive home environment for his care. 2. Community Alignment & Targeted Mitigation We live in a very close-knit community in Rail Park, and we strongly believe that solutions should be fair to all residents. We do not wish for path alignments to simply be pushed closer to our neighbors' properties. Instead, we are requesting reasonable, targeted mitigation measures along our property boundary that allow the overall scheme to proceed while fully protecting vulnerable adjacent	The support for this active travel scheme is welcome. KCC will engage with the residents of house no.'s 70 and 71 in Rail Park to discuss and agree boundary treatment options. Noted.

No.	Name	Comment	Response.
		residents. 3. Safety & Design Concerns In addition to noise and amenity concerns, the current layout raises key planning and safety issues: • Unsegregated Shared Surface: Mixing pedestrians, cyclists, and fast-moving e-scooters on a single shared surface along a narrow residential lane creates significant collision hazards, particularly near private boundary walls and entry points where sightlines are constrained. • Light Intrusion & Privacy: Any elevated or high-intensity public street lighting positioned along the upgraded lane risks directly spilling into our adjacent living rooms and bedrooms, further disturbing rest and privacy. 4. Specific Requested Modifications / Planning Conditions Before this Part 8 proposal is finalized or presented to elected members, we formally request that Kildare County Council incorporate the following specific modifications into the final scheme design: • Construction of a High Acoustic Boundary Wall: Erect a high-specification acoustic wall along our property boundary running adjacent to the upgraded lane. This is essential to absorb active travel traffic noise, safeguard my husband's medical well-being, and restore visual privacy to our home. • Speed Calming & Tactile Warnings: Implement speed-reduction measures for cyclists and clear tactile warning surfaces at key transition points along the shared link to protect pedestrians and residents exiting nearby access points. • Directional & Shielded Public Lighting: Ensure all	Given the constrained environment at this location, a section of shared surface for pedestrians and cyclists is provided. There is insufficient space to provide segregated facilities. A 4m shared path for pedestrians and cyclists is proposed which is line with design standards and national guidance for the expected usage. The details submitted in relation to public lighting will be considered during the detailed design stage of the scheme. KCC will engage with the residents of house no.'s 70 and 71 in Rail Park to discuss and agree boundary treatment options. Noted. The details submitted will be considered during the detailed design stage of the scheme. The details submitted in relation to public lighting will be

No.	Name	Comment	Response.
		public lighting along the upgraded laneway is downward-facing, low-intensity, and fitted with light shields to prevent light intrusion into our adjacent windows. Thank you for taking our personal circumstances, community consideration, and requested mitigation into account. We look forward to receiving confirmation of receipt of this submission and updates regarding the Chief Executive's report.	considered during the detailed design stage of the scheme.
25.	Stuart Harper	Dear Senior Executive Officer, I am writing to you as a resident of 54 Rail Park to formally submit my observations regarding the proposed Celbridge Road Active Travel Scheme (Planning Reference: P82026.02). While I support the overarching principle of active travel, I strongly object to the ecological destruction and the loss of the environmental buffer proposed in the current preliminary design. My primary concerns are as follows: Destruction of Trees and Nesting Habitats: The Part 8 Report outlines that a total of 26 trees are slated for removal across the scheme. Distressingly, the report specifically identifies the removal of 9 young trees located directly between Rail Park and the Celbridge Road. I vehemently object to this removal. These trees and the accompanying green verge are active nesting habitats for local bird populations. Eradicating them will directly harm our local urban biodiversity.	The support for this active travel scheme is welcome. The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. The trees that require removal will be replanted/replaced elsewhere resulting in a net gain of trees for the scheme. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be

No.	Name	Comment	Response.
			reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		Disagreement with the EIA Screening Conclusion: The project's Environmental Impact Assessment (EIA) Screening concluded that an Environmental Impact Assessment Report (EIAR) is not required, claiming that no significant adverse impacts to the receiving environment will arise. I strongly dispute this. The destruction of established avian habitats and the removal of the only green buffer separating our estate from a busy regional road is a highly significant adverse impact on our local environment and our quality of life.	An EIA screening report was carried out for the scheme by independent consultants and was produced in accordance with the Planning and Development Regulations 2001- 2024 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed scheme in conjunction with committed developments in the surrounding area. The EIA screening report concluded that '*an EIAR is not required*'.
		Prioritizing Carriageway Over Green Space: The preliminary design notes that the road carriageway is being widened to two 3.125m lanes to better accommodate bus movements. It is unacceptable that vehicular widening is being prioritized at the absolute expense of existing green spaces, trees, and hedgerows.	For the most part, the carriageway is essentially remaining at its existing width which is typically between 6 and 6.5m (i.e. for 2 lanes).
		Internal Routing via "Quiet Streets": The scheme proposes using filtered permeability measures to restrict vehicular through-traffic and route cyclists through Rail Park, Laurence Avenue, and Maynooth Park as a "quiet street" network. Pushing active travel traffic through our internal estate roads while simultaneously stripping away	This provision of filtered permeability measures are required at Laurence Avenue to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.

No.	Name	Comment	Response.
		our external green buffer is an unbalanced approach that heavily penalizes Rail Park residents. I urgently request that Kildare County Council revises this preliminary design. The grass verge and the trees bordering Rail Park must be retained to protect local wildlife and maintain a necessary environmental buffer for residents.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.
26.	James Kelly	On behalf of my family, I wish to support every aspect of the proposed active travel plan on the Celbridge. I have 4 children that attend the Gaelscoil on the Celbridge road, and the current road layout is not suitable for them to cycle to school. The proposed plans will enable them to travel to school safely by bicycle and no longer rely on being dropped to school by car.	The support for this active travel scheme is welcome.
27.	Eoghan Dunne	I wish to object to the proposed closure of Lawrence Avenue to through traffic as part of the Celbridge Road Active Travel Scheme. As a resident of the adjacent Greenfield Drive, I believe this proposal will create significant problems for the people who live here while providing little or no tangible benefit to those who use Lawrence Avenue on a daily basis. The most significant concern is the impact on traffic and access. Traffic congestion in this area is already a major issue, particularly during peak hours. Residents of Lawrence Avenue and the surrounding estate regularly use the Lawrence Avenue exit to avoid the severe queues at the main estate entrance onto the Straffan Road. Closing this route to vehicles will force all traffic to use a single exit, placing additional pressure on an already congested junction and increasing delays for residents. The entrance from the estate onto the Straffan Road is	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered

No.	Name	Comment	Response.
		already extremely difficult, particularly when turning right towards Maynooth town. Removing the alternative exit will worsen an existing problem rather than solve one, resulting in longer queues and unnecessary additional traffic circulating within the estate. It is also important to consider the demographic of Lawrence Avenue. A significant proportion of residents are elderly, and many have mobility issues. These concerns have been raised by the older residents themselves, many of whom rely on their cars for everyday activities and feel that closing Lawrence Avenue to through traffic will effectively cut them off from the rest of the estate. Restricting vehicle access will make essential journeys more difficult and place additional stress on residents who are least able to adapt to reduced vehicular access. While I support measures that genuinely improve safety for pedestrians and cyclists, I do not believe this proposal is proportionate or justified. Lawrence Avenue is primarily a residential road, and there has been no clear evidence presented that closing it to through traffic is necessary or that there is sufficient cycling demand to justify the loss of vehicle access. Before such a significant change is made, the Council should demonstrate, with traffic and usage data, that the benefits clearly outweigh the considerable disadvantages for local residents. Rather than closing the road entirely to vehicles, the Council should consider alternative measures that improve cycling infrastructure while maintaining reasonable vehicular access for residents. This would achieve the objectives of active travel without unnecessarily displacing traffic or creating additional congestion elsewhere.	permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions in the area will be reviewed and discussed with the KCC Traffic Management Department.

No.	Name	Comment	Response.
		For these reasons, I respectfully request that the Council reconsider this aspect of the proposal and retain vehicular access through Lawrence Avenue.	
28.	Sheila Furey	As I have already tried to do twice before the site crashes. We wish to make this area safer. Make it easier for us to walk and cycle safely. However this proposal completely discriminate against people with disabilities or old age who cannot walk or cycle to the local shops or chemist. By closing the access points between Maynooth Park and Lawrence's avenue residents on Lawrence's avenue are being forced to drive twice the distance to get to there local chemist and shops. Also what is the point of this. If it is for safety reasons to stop traffic cutting through Lawrence's avenue to get to celbridge road then close the opening on celbridge road. Either leave entry and exit points as they are and which were granted planning permission for over 60years ago or close exit from Lawrence's avenue onto celbridge road. The residents of Lawrence's avenue are part of greenfield estate and therefore are legally entitled to drive between all the interconnecting roads of that estate. By blocking off entry point beside shops from Lawrence's avenue to either Maynooth park or green field drive you are breaking there entitled legal right. There is a new link road currently being built beside the 2 schools . A huge amount of money has already been spent upgrading the paths and cycle lanes on the straffan road Maynooth. So why not link in these upgrades with the new link road instead of discriminate against elderly and disabled residents in this estate. NOTE WHY ARE RAIL PARK RESIDENTS NOT LOOSING EXIT OR ENTRY POINTS IN THEIR ESTATE. Upgrade the road widen footpaths but do not TOUCH the vehicle points inhibiting Lawrence's avenue and Maynooth park exit and entry point. REMEMBER LAWRENCE'S AVENUE IS PART OF GREENFIELD ESTATE AND NOT	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions in the area will be reviewed and discussed with the KCC Traffic Management Department.

No.	Name	Comment	Response.
		AN ESTATE ON ITS OWN so therfore has a legal right to continue driving, walking and cycling within that estate without going on public roads outside of this estate.	
29.	Karen McManus	Possibility of retaining some green space at this location for environmental and aesthetic reasons. Under the current plans, it is at risk of becoming an ugly "concrete jungle". We need our green spaces, we encourage birds to live among us. This removal is counter productive and counter intuitive. It will also impact us economically in our house values.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
30.	Barbara Wright	I support the Celbridge Road Active Travel Scheme on the whole, with the following comments. * Although I regret the removal of the mature trees outside Rockfield, I welcome the retention of the hedging - it is my submission that this hedging should be maintained regularly through the year (say August, February, May). * I note there is to be a shared street (for cyclists and motorists) along Railpark. With this in mind it is my submission that the existing grass verge between Railpark	The support for this active travel scheme is welcome. Points raised will be considered during the detailed design stage of the scheme. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging

No.	Name	Comment	Response.
		and the Celbridge Road should be retained for the benefit and safety of the residents of Railpark, with cyclists directed instead onto the proposed shared street (ie separate cycle lane not required). * In the case of all cycle lanes constructed, it is my submission that these lanes are clearly signed uni-directional.	and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. Road markings for the cycle tracks will be as per design standards and national guidance.
31.	Anna Zarubina	Dear Sir / Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. I write to express my objections to the scheme as currently designed. I support the general aim of improving walking and cycling safety on Celbridge Road, given the two primary schools	

No.	Name	Comment	Response.
		on that road. However, I have significant concerns about how the current design impacts Railpark specifically, and I would ask the Council to reconsider the following points before proceeding. 1. Loss of green space Green space provision on Railpark already falls well short of modern planning standards, by my estimate under 10%. The current proposal removes further green space and mature planting along the affected stretch. Given how limited existing provision already is, any further reduction is difficult to justify. 2. Inequitable distribution of impact The proposal appears to retain green space and amenity in full on the opposite side of Celbridge Road, while placing the burden of space and tree loss disproportionately on Railpark. Railpark is home mainly to older residents who do not personally use cycling infrastructure, yet are being asked to give up the most in green space and amenity for a scheme from which they see little direct benefit. I do not believe this distribution of impact is fair or proportionate.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F. A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). A number of options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and street at Laurence Avenue were options included in this analysis but was not determined as the preferred option.

No.	Name	Comment	Response.
			The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.
		3. Increased traffic on Railpark The proposal to convert the Railpark loop into a shared street for vehicles and cyclists risks increasing pedestrian and cycling traffic, as well as car traffic, through what is currently a quiet residential road. Railpark was not designed as a through route, and higher traffic volumes of all kinds raise genuine safety and amenity concerns for the households along it. This is made worse by the filtered permeability measures proposed to close off through-traffic on Laurence Avenue: car traffic that currently uses Laurence Avenue will need to find another route, and Railpark is a likely alternative, adding further to the volumes passing our homes. I also understand that cycle lane signage and markings are proposed along this stretch. Residents currently park along this footpath, and there is not enough width to accommodate a genuine cycle lane alongside that parking. Signed and marked cycle provision that does not have the physical width to match creates a false impression of safety for cyclists while doing nothing to separate them from parked and moving vehicles. This also creates a real collision risk where our homes have driveways directly onto this shared area: residents reversing or pulling out of their driveways have limited sightlines and may not see a cyclist passing in the shared space until it is too late. I would ask that this signage and lane marking be dropped, and Railpark be left as an ordinary residential street.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Under the Part 8 proposal, there are no plans to restrict parking on the section of shared street proposed at Rail Park. In relation to the concern re increased traffic volumes in Rail Park, this project forms part of the solution to reduce the number of vehicles in this area by providing an alternative safe mode of travel. Any changes in traffic volumes in Rail Park will be reviewed, as required, post implementation of the active travel scheme.
		4. Opposition to closing Laurence Avenue to through	The introduction of these filtered permeability measures will

No.	Name	Comment	Response.
		traffic I understand that residents in the area, including myself, do not support the proposed closure of Laurence Avenue to through traffic under this scheme. Beyond the traffic displacement onto Railpark set out above, this closure removes a route relied upon by local residents and would create further disruption and inconvenience for the surrounding community. I would ask that this closure be reconsidered or removed from the scheme.	reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified.
		5. Unnecessary new crossing on Railpark The plans include a proposed raised uncontrolled crossing on Railpark itself. Traffic speeds on this road are already low and there is no demonstrated safety issue at this location to justify a new crossing. I do not believe this crossing is necessary and would ask that it be removed. As the crossing is raised, vehicles driving over it will also generate additional noise as they slow down and pass over the raised section, which would be a further disturbance for the houses closest to it.	The raised uncontrolled crossing at Rail Park is included to provide a safe crossing point for vulnerable road users to the active travel facilities on Celbridge Road. It also acts to highlight the shared street zone for cyclists and vehicles proposed along Rail Park. As a result of the consultation process, KCC intend to relocate slightly the position of the raised uncontrolled crossing in Rail Park so it is centrally located between the driveways of house no’s 58 and 59 and does not adversely affect the driveway of either property.

No.	Name	Comment	Response.
		6. Excessive noise from the proposed signalised toucan crossing The plans also include a proposed signalised toucan crossing near the Railpark junction. Crossings of this type typically include audible pedestrian signals (beeping) that operate at all hours. Given how close this crossing is to residential properties, I am concerned about the ongoing noise this would create for nearby homes. I would ask that this crossing be relocated outside the Railpark area, to a location further from housing, or, if that is not possible, that a noise-mitigating fence or hedge be installed between the crossing and nearby homes.	A signalised toucan crossing is required to provide safe and accessible linkage for vulnerable road users from the Rail Park and Laurence Avenue shared streets to the active travel facilities on Celbridge Road, and vice versa. The usage of signalised crossings close to residential areas is common practice throughout the county.
		7. Request for a noise and pollution buffer along our green area This is the main point I would like the Council to address: with more traffic and new crossing infrastructure all proposed close to our homes, I am asking that a hedge or fence be installed along the boundary between the road and our homes, to act as a buffer against traffic noise and air pollution. A hedge or similar barrier has been needed here for a long time already. This green area is already limited, as set out above, and without a physical buffer it will continue to bear the brunt of noise and pollution, with no protection for the residents who use it. I would also ask that any existing trees on this green area be retained rather than removed. While not yet fully mature, they are already large enough to provide protection from noise and pollution and removing them would set back that protection for years.	See response to point no. 1 above.
		8. Shared space is the wrong safety standard for this entrance Shared surfaces only work safely where genuine physical measures — tight geometry, raised tables, distinct surfacing — force very low vehicle speeds and volumes;	See response to point no. 3 above.

No.	Name	Comment	Response.
		without that, a shared designation is little more than paint and signage, and gives cyclists a false sense of protection while doing nothing to change driver behaviour. This is also inconsistent with the core purpose of the wider scheme: the whole justification for this project is to physically separate cyclists and pedestrians from vehicles for their safety, particularly for children travelling to the two schools. Applying a lower, unsegregated standard specifically at our entrance, where residents are reversing out of driveways with limited sightlines and where many residents are older with slower reaction times, undermines that same safety principle rather than extending it. I would also note that there is currently no footpath along this stretch on the Railpark side, and none of our houses are accessed from this side of Celbridge Road — access is entirely from within the Railpark loop itself. Pedestrians already have a walking route on the opposite side of the road, so a new footpath here would be redundant. As an alternative to the current layout, I would ask the Council to use this space for a single two-way cycle track on the Celbridge Road frontage nearest Railpark instead of adding a new footpath, buffered from our homes by the hedge or fence requested above, rather than splitting one-way cycle tracks across both sides of the road. This track should connect out to Celbridge Road right at the start of Railpark, so that cyclists join the segregated track immediately rather than travelling through Railpark itself. This would remove the need for any shared space within Railpark at all, along with the need for cycle provision, and the associated buffer strip and side-road crossings, on the Laurence Avenue side, which could instead retain a footpath only for pedestrians. Consolidating onto one side reduces the overall number of crossing points needed along this stretch, which is a genuine safety benefit, not just a space saving. I would also ask that the bus stop currently proposed at the Railpark junction be moved	The bus stop on the northern side of the road in front of Rail Park is positioned the appropriate distance from the junction

No.	Name	Comment	Response.
		further away from the junction itself, reducing the amount of pedestrian and vehicle activity concentrated right at our entrance. Alternative proposal I would ask the Council to consider the following alternative approach, which I understand is also being raised by other residents in the area - Install a hedge along the boundary of our remaining green area — a barrier that has been needed here for a long time already — to buffer residents from traffic noise and air pollution, and retain existing trees on this green area, which, though not yet mature, are already large enough to provide protection. - Drop the footpath proposed on the Railpark side of Celbridge Road and create a two-way cycle lane in its place, running along Celbridge Road to the end of the Railpark estate and connecting in right at the start of Railpark so no shared space is needed within the loop; keep the footpath on the Laurence Avenue side only; use the resulting space for both the cycle lane and the hedge buffer requested above; and move the proposed bus stop further from the Railpark junction. - Retain existing mature trees and green space on Railpark wherever feasible, rather than removing them for the shared-street reconfiguration. - Remove the proposed raised uncontrolled crossing on Railpark, given the absence of a demonstrated safety need at this location and the additional noise vehicles would generate passing over the raised section so close to nearby homes. I would welcome the opportunity to discuss these concerns further and would ask that this submission be taken into account before a final decision is made.	in line with design standards and national guidance. The bus stop has also been positioned to best serve the needs of residents living in all estates in the area in terms of walking distance whilst also taking other constraints into account. See responses above.

No.	Name	Comment	Response.
		KCC Note: See images included in submission.	
32.	Ann Howley	I wish to make observation/objection to the proposed development as above. As a resident of Laurence Ave, I do not feel the estate should be divided and each avenue should be able to access the other unhindered. I note that school traffic and children safety is being cited as necessitating this development. As of now children in cars, on foot and a few cyclists use Laurence Avenue to access the school. This is totally safe and there are no problems with it. The big problem which I see with the proposal is the Shopping Centre traffic. At present traffic from Rockfield, Rail Park, Griffin Rath, Laurence Ave and Celbridge Road use Laurence Ave as their route from shops. If all of this traffic has to go out via Straffan Road there will be utter chaos, as it is difficult at present to turn right from Greenfield Estate. At present there are 8 sets of traffic lights between Lidl and the Main Street in Maynooth, a distance of approx. 1.6 km. Adding extra lights would, in my opinion, make the situation even worse. We would need to take into consideration access through the estate for Refuse Collections, deliveries and Emergency Services In summary: - Schools are open 9 months of the year. School traffic is 30 mins in the morning and 30-60 mins in the afternoon. Of those 9 months the weather is not always favourable for cycling/walking to school. To be put in a trap for this amount of time is very distressing to me. - Since the schools opened Laurence Avenue is perfectly safe for the children, walking and cycling, and there has never been an issue with this. There is a walkway at the end of Laurence Ave which brings children out onto the path beside the Gael Scoil	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions in the area will be reviewed and discussed with the KCC Traffic Management Department. It should be noted that the sole objective of this scheme is not just to facilitate kids and parents travelling to/from the schools. The scheme will connect into the existing active

No.	Name	Comment	Response.
		- Increased traffic from the Shopping Centre, along with all residents in Greenfield Drive, Maynooth Park and Straffan Way (who at present can all use Laurence Avenue) trying to exit onto the Straffan road, where turning right is almost impossible at the moment. - The opinion of Elderly people must be taken into consideration and we must all learn to share our spaces and no one group should feel they have priority over anyone else. Thank you for taking my concerns into consideration.	travel facilities on Straffan Road, Maynooth and the proposed active travel facilities on the Maynooth Eastern Ring Road. This scheme forms part of the planned active travel network in Maynooth.
33.	Ciaran Gallagher	Dear Sir / Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. As an executive member of the Railpark Residents Committee I want to outline our disappointment not being consulted in any way during the initial planning phase even though we are the most impacted estate in the scheme. Residents along the Celbridge Road have over years since the estate was built been forced to accept more and more denigration of the little green space in front of their houses and from the plans it is observed that 13 of the 16 of the houses along the Celbridge Road will lose the last remaining strip of green with tree's just planted a few years ago to be taken down and replaced by tarmac and concrete with a busy regional road moving closer to their	As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in

No.	Name	Comment	Response.
		front doors.	width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		Our house is located at 69 Railpark and will have the new "Quiet Street" running along the front of the house which we have no objection against even though it will lead to further footfall and cyclists using the shared road outside our house. It should be noted that the footpaths within Railpark estate are in general disrepair and numerous trip hazards are encountered on a walk around the estate. The estate has been taken in charge by the council but it is noted that the council have not been pro-active in terms of managing the likes of existing trees within the estate (topping, pruning etc) along with state of repair of existing footpaths (attached file), most of which have not been repaired since the estate was originally built in the 1970's. While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements:	The maintenance issues in the estate outlined in the submission will be raised with the relevant council departments.
		- Loss of the majority of the grass strip between Railpark and the existing Celbridge Road. This includes the loss of existing planted trees which are just coming into maturity. - Air and noise pollution from traffic with the existing road moving closer to the Railpark houses along the Celbridge	See response provided above. In relation to air and noise pollution and increase carbon levels, this project forms part of the solution to reduce the

No.	Name	Comment	Response.
		Road.	number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth.
		- Environmental degradation as carbon levels increase and flooding a possibility given increased water run off as a result of the removal of the green area	Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies.
		- Safety concerns given the proximity of the planned roadway coming closer to the Railpark houses along the Celbridge Road and no natural barrier now in place. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:	See response provided above.
		- Utilise the “Quiet Street” concept along the full length of the Celbridge Road for Railpark. There is little traffic on this section so is obviously much safer for school children to cycle along on way to school than a one-way cycle lane directly alongside a busy regional road with a 50 kph speed limit. - Similarly on the Laurence Avenue section, as the proposal is to cut-off through traffic there should be scope to achieve a similar “Quiet Street” concept along the existing carriageway where cyclists would be shielded well away from the busy Celbridge Road by the existing hedgerow in place the whole way along the avenue. Cyclists looking to traverse to Maynooth could use the already planned Toucan crossing to join the “Quite Street” in Railpark to allow access to the Straffan Road via the upgraded pathway between houses 70-71 Railpark. - By following these modifications, it would facilitate the	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). A number of options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and street at Laurence Avenue were options included in this analysis but was not determined as the preferred option. The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road (and connection into the shared streets at Rail Park and Laurence Avenue) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.

No.	Name	Comment	Response.
		existing Celbridge Road to stay in its present location and if necessary to move left after the Celbridge Road entrance to Railpark (between Railpark and Rockfield). This would allow for an upgrade of the existing footpaths and associated lighting along the Celbridge Road across from Railpark estate rather than much more invasive and costly work involved with moving the entire road towards Railpark. The existing grass strip would provide a natural safety barrier and the longer "Quite Street" along the existing internal Railpark Road and following further consultation with residents along this bit of road I am sure there would be no objections to various safety measures such as visual signage to specify that this is a shared space or installation of some speed ramps, or colouring of the carriageway similar to what is seen outside primary schools in built up areas. - It makes complete sense to utilise the existing carriageways in both Railpark and Laurence Avenue to provide a safer barrier to cyclists from a busy road were buses/trucks could be flying by primary school children with a small kerb as the only barrier between inexperienced cyclists and a busy regional road with a 50kph speed limit. - By following these proposals there should be additional money saving with no need for the cycle lanes along this stretch of road as you would be utilising existing carriageways which are already in a good state of repair. Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme. ***KCC Note: See images in submission of footpaths in Railpark***	
34.	Pat O Rourke	I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road,	

No.	Name	Comment	Response.
		stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. As House Number 40 I am the most affected house as we are right at the corner of these plans	
		I write to express my objections to the scheme as currently designed. I want to outline my disappointment as the residences of the estate were not consulted in any way during the initial planning phase even though we are the most impacted estate in the scheme.	As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes.
		Residents along the Celbridge Road have over years since the estate was built been forced to accept more and more denigration of the little green space in front of their houses and from the plans it is observed that 13 of the 16 of the houses along the Celbridge Road will lose the last remaining strip of green with trees just planted a few years ago to be taken down and replaced by tarmac and concrete with a busy regional road moving closer to their front doors.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		Our house is located at Railpark and will have the new “Quiet Street” running along the front of the house which	The maintenance issues in the estate outlined in the submission will be raised with the relevant council

No.	Name	Comment	Response.
		we have no objection against even though it will lead to further footfall and cyclists using the shared road outside our house. It should be noted that the footpaths within Railpark estate are in general disrepair and numerous trip hazards are encountered on a walk around the estate. The estate has been taken in charge by the council but it is noted that the council have not been pro-active in terms of managing the likes of existing trees within the estate (topping, pruning etc) along with state of repair of existing footpaths, most of which have not been repaired since the estate was originally built in the 1970's. While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements: ·Loss of the majority of the grass strip between Railpark and the existing Celbridge Road. This includes the loss of existing planted trees which are just coming into maturity. ·Air and noise pollution from traffic with the existing road moving closer to the Railpark houses along the Celbridge Road. ·Environmental degradation as carbon levels increase and flooding a possibility given increased water runoff as a result of the removal of the green area ·Safety concerns given the proximity of the planned roadway coming closer to the Railpark houses along the Celbridge Road and no natural barrier now in place.	departments. See response provided above. In relation to air and noise pollution and increase carbon levels, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth. Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies. See response provided above.

No.	Name	Comment	Response.
		While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold severe reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents having a detrimental impact on a residents lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and, while this has already been taken up with KCC many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns - Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCCO, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. A Road Safety Audit was completed on the preliminary design for the scheme and any road safety issues identified at this stage have been addressed. Further Road Safety Audits will be carried out at the detailed design and construction stages. As part of the Kildare Climate Action Plan 2024 - 2029, the Council identified Maynooth as the county's Decarbonisation Zone (DZ). Overall, the scheme aligns with national objectives for achieving net-zero emissions by 2050 and highlights the need for climate focused measures. It prioritises sustainability by promoting reduced transport-related emissions, improving energy efficiency, and strengthening climate resilience within the transport network. The Celbridge Road Active Travel Scheme aligns with the Maynooth DZ by reducing transport emissions which is one of the town's major carbon sources. This is achieved by encouraging a modal

No.	Name	Comment	Response.
			shift to active travel from private vehicles. The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green area were identified as requiring removal (for safety reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the scheme. The trees that require removal will be replaced elsewhere resulting in a net gain of trees for the scheme.
		- Air Pollution is real concern for residents as traffic increases in the estate.	See response above.
		- Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding on this stretch.	See response above.
		- Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses	This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road which in turn will reduce noise pollution, • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr In addition, this project forms part of the solution to reducing noise pollution by reducing the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth.

No.	Name	Comment	Response.
		- Economic Concerns: Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them.. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will Air Pollution is real concern for residents as traffic increases in the estate.	As a result of this consultation process, KCC intend to provide an enhanced green area between the residential street at Rail Park and Celbridge Road. This will alleviate any economic concerns on property prices as a result of the active travel scheme. Also it should be noted that land value uplift is a known indirect benefit of active travel. Active travel infrastructure can improve accessibility, connectivity, public-realm quality and access to local services, making an area more attractive as a place to live.
		3. become one of bland concrete and traffic with no buffer in between.	See response above.
		I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: ·Utilise the “Quiet Street” concept along the full length of the Celbridge Road for Railpark. There is little traffic on this section so is obviously much safer for school children to cycle along on way to school than a one-way cycle lane directly alongside a busy regional road with a 50 kph speed limit. ·Similarly on the Laurence Avenue section, as the proposal is to cut-off through traffic there should be scope to achieve a similar “Quiet Street” concept along the existing carriageway where cyclists would be shielded well away from the busy Celbridge Road by the existing hedgerow in place the whole way along the avenue. Cyclists looking to traverse to Maynooth could use the already planned Toucan crossing to join the “Quite Street” in Railpark to allow access to the Straffan Road via the upgraded pathway between houses 70-71 Railpark.	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). A number of options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and street at Laurence Avenue were options included in this analysis but was not determined as the preferred option. The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road (and connection into the shared streets at Rail Park and Laurence Avenue) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.

No.	Name	Comment	Response.
		·By following these modifications, it would facilitate the existing Celbridge Road to stay in its present location and if necessary to move left after the Celbridge Road entrance to Railpark (between Railpark and Rockfield). This would allow for an upgrade of the existing footpaths and associated lighting along the Celbridge Road across from Railpark estate rather than much more invasive and costly work involved with moving the entire road towards Railpark. The existing grass strip would provide a natural safety barrier and the longer “Quite Street” along the existing internal Railpark Road and following further consultation with residents along this bit of road I am sure there would be no objections to various safety measures such as visual signage to specify that this is a shared space or installation of some speed ramps, or colouring of the carriageway similar to what is seen outside primary schools in built up areas. ·It makes complete sense to utilise the existing carriageways in both Railpark and Laurence Avenue to provide a safer barrier to cyclists from a busy road were buses/trucks could be flying by primary school children with a small kerb as the only barrier between inexperienced cyclists and a busy regional road with a 50kph speed limit. ·By following these proposals there should be additional money saving with no need for the cycle lanes along this stretch of road as you would be utilising existing carriageways which are already in a good state of repair. Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would	See response above.

No.	Name	Comment	Response.
		assist in reducing air and noise pollution and make the pedestrian footpath a little safer. This footpath should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. Suggestion 2 Along with the introduction of a hedgerow the stone plinth of the estate name and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. Suggestion 3: The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme. Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme. I agree to allow this submission to be viewed by anyone, & agree with sharing my GDPR rights so they can view this submission	As identified on the Part 8 drawings, the flower bed and plinth will be relocated and considered further during the detailed design of the scheme. This issue will be raised with the relevant council department and will be further reviewed post implementation of the active travel scheme.
35.	Mercedes O Rourke	I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. As House Number 40 I am the most affected house as we are right at the corner of these plans I write to express my objections to the scheme as currently designed. I want to outline my disappointment as	Same response as per submission no. 34. Submission is the same.

No.	Name	Comment	Response.
		the residences of the estate were not consulted in any way during the initial planning phase even though we are the most impacted estate in the scheme. Residents along the Celbridge Road have over years since the estate was built been forced to accept more and more denigration of the little green space in front of their houses and from the plans it is observed that 13 of the 16 of the houses along the Celbridge Road will lose the last remaining strip of green with trees just planted a few years ago to be taken down and replaced by tarmac and concrete with a busy regional road moving closer to their front doors. Our house is located at Railpark and will have the new “Quiet Street” running along the front of the house which we have no objection against even though it will lead to further footfall and cyclists using the shared road outside our house. It should be noted that the footpaths within Railpark estate are in general disrepair and numerous trip hazards are encountered on a walk around the estate. The estate has been taken in charge by the council but it is noted that the council have not been pro-active in terms of managing the likes of existing trees within the estate (topping, pruning etc) along with state of repair of existing footpaths, most of which have not been repaired since the estate was originally built in the 1970’s. While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements: ·Loss of the majority of the grass strip between Railpark and the existing Celbridge Road. This includes the loss of existing planted trees which are just coming into maturity.	

No.	Name	Comment	Response.
		·Air and noise pollution from traffic with the existing road moving closer to the Railpark houses along the Celbridge Road. ·Environmental degradation as carbon levels increase and flooding a possibility given increased water runoff as a result of the removal of the green area ·Safety concerns given the proximity of the planned roadway coming closer to the Railpark houses along the Celbridge Road and no natural barrier now in place. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold severe reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents having a detrimental impact on a residents lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and, while this has already been taken up with KCC many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns	

No.	Name	Comment	Response.
		- Environmental degradation as carbon levels increase . Maynooth has been designated as a “Decarbonisation Zone” by KCCO, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. - Air Pollution is real concern for residents as traffic increases in the estate. - Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding on this stretch. - Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses - Economic Concerns: Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them.. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will Air Pollution is real concern for residents as traffic increases in the estate. 3. become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: ·Utilise the “Quiet Street” concept along the full length of the Celbridge Road for Railpark. There is little traffic on this section so is obviously much safer for school children to cycle along on way to school than a one-way cycle lane directly alongside a busy regional road with a 50 kph speed limit.	

No.	Name	Comment	Response.
		·Similarly on the Laurence Avenue section, as the proposal is to cut-off through traffic there should be scope to achieve a similar “Quiet Street” concept along the existing carriageway where cyclists would be shielded well away from the busy Celbridge Road by the existing hedgerow in place the whole way along the avenue. Cyclists looking to traverse to Maynooth could use the already planned Toucan crossing to join the “Quite Street” in Railpark to allow access to the Straffan Road via the upgraded pathway between houses 70-71 Railpark. ·By following these modifications, it would facilitate the existing Celbridge Road to stay in its present location and if necessary to move left after the Celbridge Road entrance to Railpark (between Railpark and Rockfield). This would allow for an upgrade of the existing footpaths and associated lighting along the Celbridge Road across from Railpark estate rather than much more invasive and costly work involved with moving the entire road towards Railpark. The existing grass strip would provide a natural safety barrier and the longer “Quite Street” along the existing internal Railpark Road and following further consultation with residents along this bit of road I am sure there would be no objections to various safety measures such as visual signage to specify that this is a shared space or installation of some speed ramps, or colouring of the carriageway similar to what is seen outside primary schools in built up areas. ·It makes complete sense to utilise the existing carriageways in both Railpark and Laurence Avenue to provide a safer barrier to cyclists from a busy road were buses/trucks could be flying by primary school children with a small kerb as the only barrier between inexperienced cyclists and a busy regional road with a 50kph speed limit.	

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		·By following these proposals there should be additional money saving with no need for the cycle lanes along this stretch of road as you would be utilising existing carriageways which are already in a good state of repair. Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. This footpath should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. Suggestion 2 Along with the introduction of a hedgerow the stone plinth of the estate name and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. Suggestion 3: The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme. Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme. I agree to allow this submission to be viewed by anyone, & agree with sharing my GDPR rights so they can view this submission	

No.	Name	Comment	Response.
36.	Dermot O'Rourke	I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. As House Number 40 I am the most affected house as we are right at the corner of these plans I write to express my objections to the scheme as currently designed. I want to outline my disappointment as the residences of the estate were not consulted in any way during the initial planning phase even though we are the most impacted estate in the scheme. Residents along the Celbridge Road have over years since the estate was built been forced to accept more and more denigration of the little green space in front of their houses and from the plans it is observed that 13 of the 16 of the houses along the Celbridge Road will lose the last remaining strip of green with trees just planted a few years ago to be taken down and replaced by tarmac and concrete with a busy regional road moving closer to their front doors. Our house is located at Railpark and will have the new “Quiet Street” running along the front of the house which we have no objection against even though it will lead to further footfall and cyclists using the shared road outside our house. It should be noted that the footpaths within Railpark estate are in general disrepair and numerous trip hazards are encountered on a walk around the estate. The estate has been taken in charge by the council but it is noted that the council have not been pro-active in terms of managing the likes of existing trees within the estate (topping, pruning etc) along with state of repair of existing footpaths, most of which have not been repaired since the	Same response as per submission no. 34. Submission is the same.

No.	Name	Comment	Response.
		estate was originally built in the 1970's. While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements: ·Loss of the majority of the grass strip between Railpark and the existing Celbridge Road. This includes the loss of existing planted trees which are just coming into maturity. ·Air and noise pollution from traffic with the existing road moving closer to the Railpark houses along the Celbridge Road. ·Environmental degradation as carbon levels increase and flooding a possibility given increased water runoff as a result of the removal of the green area ·Safety concerns given the proximity of the planned roadway coming closer to the Railpark houses along the Celbridge Road and no natural barrier now in place. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold severe reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents	

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37.	Colm O Rourke	I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. As House Number 40 I am the most affected house as we are right at the corner of these plans I write to express my objections to the scheme as currently designed. I want to outline my disappointment as the residences of the estate were not consulted in any way during the initial planning phase even though we are the most impacted estate in the scheme. Residents along the Celbridge Road have over years since the estate was built been forced to accept more and more denigration of the little green space in front of their houses and from the plans it is observed that 13 of the 16 of the houses along the Celbridge Road will lose the last remaining strip of green with trees just planted a few years ago to be taken down and replaced by tarmac and concrete with a busy regional road moving closer to their front doors. Our house is located at Railpark and will have the new “Quiet Street” running along the front of the house which	Same response as per submission no. 34. Submission is the same.

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38.	Peadar Ó Fearghaile	*Dear Sir / Madam,* *I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans.* *I write to express my recommendations and objections to the scheme as currently designed.* *While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements:* 1. The raised ramp crossing proposed for the 'quiet road'	The raised uncontrolled crossing at Rail Park is included to

No.	Name	Comment	Response.
		in Railpark. This will result in more e-scooters, e-bikes, scramblers, regular bikes and scooters as well as pedestrians and bike clubs, on our estate road and footpaths. It will not be a 'quiet road' then. Encouraging this is a health and safety matter. As residents, we drive and reverse in and out of our houses regularly while we come and go about our daily activities. Having lots of school children, adults as well as all sorts of bicycles and scooters on our 'quiet road' is not safe. It is an accident waiting to happen, I regret to say. I have observed very dangerous situations on our 'quiet road' on many occasions from pedestrians and cyclists. Morning and evening at school time is a particular case in point when very young and older children are waltzing, swerving and whizzing around on their bikes - individually and in larger groups. Very often they are speeding. Pedestrians too are often moving around somewhat aimlessly on our 'quiet road' - attached to their phones and headphones, not paying attention to the road. All of these situations are hazards. All these travellers deserve a safe dedicated space while making their journeys. Please accommodate all these travellers by constructing a dedicated continuous bike lane and footpath that ends as near as possible to the Straffan Rd. We, the residents of Railpark, deserve nothing less. We wish to continue to come and go safely as we have done heretofore. We do not want to be dodging bad behaviour or unsafe practices while driving on our 'quiet road'.	provide a safe crossing point for vulnerable road users to the active travel facilities on Celbridge Road. It also acts to highlight the shared street zone for cyclists and vehicles proposed along Rail Park. As a result of the consultation process, KCC intend to relocate slightly the position of the raised uncontrolled crossing in Rail Park so it is centrally located between the driveways of house no's 58 and 59 and does not adversely affect the driveway of either property. A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Pedestrians should be using the footpath through this area and should not be using the shared street provided for cyclists and motorists. As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Celbridge Road/Straffan Road junction.

No.	Name	Comment	Response.
		Many of us residents in Railpark are in the 'prime' of our lives and live with great consideration for our own health and safety and that of others. Please don't compromise this by introducing all sorts of:- • e-bicycles • e-scooters • scramblers • regular bicycles & racing bicycles • regular scooters • pedestrians • cycling clubs onto our 'quiet road' as we endeavour to live here peacefully for the years ahead. 2. I object to our 'quiet road' being turned into a route for droves of all varieties of bicycles and scooters – coming in waves from local schools, cycling clubs, the general population, etc. etc – at all times of the year. They deserve a dedicated cycle lane to cater for them and we deserve to be left with our 'quiet road'. 3. A fence and hedge is needed, at a minimum, to protect us from this new development along the Celbridge Rd. at Railpark - from the entrance to Railpark up to the Straffan Road junction. The council left us wide open and without any protection from noise, traffic or pollution since early in the 1970s when the natural established hedgerow that then existed here was removed. We would like back.	Response as outlined above. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are

No.	Name	Comment	Response.
			typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: • Suggestion 1 - No crossings or ramps on this section of the Railpark 'quiet road' - from the entrance to Railpark up to the Straffan Road junction. • Suggestion 2 – Put a fence and hedge between the new bike lane/footpath and the Railpark 'quiet road'. • Suggestion 3: Cater for pedestrians and bikers by building a dedicated path and bike lane that reaches the Straffan Road. Leave Railpark footpaths and 'quiet road' as they are. Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme. <u>An Leagan Gaeilge</u> A chairde, 1. Tá sé ar intinn agaibh rampa ardaithe do choisithe a chur taobh amuigh de theach, uimh. 58, Páirc an Ráille - m'áit chónaithe. 2. Tá sé suite an-chóngarach do mo bhealach isteach.	Responses to suggestions are outlined above.

No.	Name	Comment	Response.
		3. Má chuirfear san áit sin é beidh sé ag cur as go mór dom agus mé ag tiomáint agus ag cúlú isteach is amach. 4. Chomh maith le sin ní bheidh muid - ná cuairteoirí orainn - in ann páirceáil taobh amuigh den teach mar is gnáth linn a dhéanamh le blianta fada anuas. 5. Níl an rampa/crosaire seo oiriúnach don áit a moltar dó é. Cruthófar tuilleadh torainn sa cheantar. 6. Is mór an chontúirt é an rampa/crosaire seo dár mbóthar - go háirithe i bhfianaise an plódú isteach a thiocfaidh dá bharr - plódú isteach ó choisithe, e-scútair, e-rothair, rothair streachailte, gnáthrothair & scútair agus clubanna rothaíochta. Is mór an baol é don cheantar. 7. Níl sé riachtanach mar chuid den scéim, dar linn. Tá sé furasta dúinn ár mbóthar ciúin féin a tharsnú, uair ar bith. 8. Guím sibh an crosaire/rampa a shuiteáil giota maith ar shiúl ó mo bhealach isteach , má leanann sibh ar aghaidh leis. 9. Iarraim seo oraibh ar chúiseanna sláinte agus sábháilteachta; ar chúiseanna atá bunaithe ar na gnásanna a chleachtaíonn muintir na háite anseo agus ar mhaithe le cothrom na Féinne. <u>The English Version</u> Dear friends, 1. You intend to place a raised pedestrian ramp outside house no. 58 Railpark - where I live. 2. It is situated very close to my entrance. 3. If it is placed in this position it will affect my neighbours and I very negatively driving and reversing in and out. 4. As well as this we will not be able to park outside the house - which has been our usual practice for several years. 5. This ramp/crossing is not suitable where it is proposed. It will create more noise for local residents. 6. This ramp/crossing is a danger for our road given the	See responses above.

No.	Name	Comment	Response.
		proposed influx of pedestrians, e-scooters, e-bikes, scramblers, regular bicycles & scooters and cycling club members. It is a serious hazard. 7. We think it is not necessary as part of the scheme. It is easy for us to cross our own quiet road anytime. 8. If the crossing/ramp goes ahead I request that it be located at some distance from my entrance. 9. I ask this for health and safety reasons; for reasons based on the local custom and practice and in the interest of fairness. KCC Note: See separate pdf submission.	
39.	Coonan Estate Agents	RE: Pat & Ann Folan, Residential Property 5, Celbridge Road, Maynooth, Co. Kildare RE: Pat & Theresa Mooney, Residential Property, Celbridge Road, Maynooth, Co. Kildare See attached letter. Dear Mr. McLaughlin, We refer to your Registered letters of 19th June 2026 to both of the above property owners in regard to the above Planning /Consultation process. The proposed acquisition will have a detrimental impact on the market value of both properties. In addition, the removal of mature hedging and screening will result in a loss of privacy, increased disturbance, and greater exposure to traffic noise arising from the upgraded road. Our clients have been engaging with [redacted] of Kildare County Council (KCC) and with your appointed valuers, Lisney, regarding the proposed accommodation works, which remain subject to final agreement as part of	Discussions regarding the land acquisitions by agreement and associated accommodation works at both properties are ongoing between valuers appointed by both parties. The Part 8 drawings for the scheme do not show the accommodation works as these are still subject to agreement along with the land acquisitions and such agreement was not reached at the time of launching the Part 8 for this scheme. KCC will continue to work with both property owners to reach agreement on the land acquisitions.

No.	Name	Comment	Response.
		the overall compensation package. These accommodation works were illustrated in the draft drawings provided following discussions with [redacted]. However, the drawings enclosed with the planning consultation letters dated 19th June 2026 show only the proposed land acquisition for each property and do not include the proposed accommodation works. We would be grateful if you could clarify the reason for this omission, as it is important that the planning documentation accurately reflects the full extent of the proposed works. This clarity is of particular importance to our clients in understanding the development for which planning approval is being sought. Our clients appreciate the constructive engagement to date and are continuing to work with KCC to facilitate the project. In that context, they consider it important that any planning permission granted incorporates the proposed replacement boundary treatments and associated accommodation works that have been discussed. We look forward to an early response.	
40.	Eilís O' Malley	A chara, Please think again about where the opening to Lawrence Ave should be sited. I'm an active 82 year old - the only thing that is bothering be about the proposal is that I'll have to drive around two Major Roada to get to the shops. If the Celbridge Rd exit (as it presently exists) was closed and opened was made at the top of the Road, it would mean that i could drive up the shops whilst staying within the estate. I spent nearly an hour looking at the plans (again) yesterday - I had looked at them when they first went up, and I expected a response, or an explanatory	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more "people-friendly" space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a

No.	Name	Comment	Response.
		meeting at least. I went down to the library again yesterday and spent nearly an hour reading the report. (1) I'm annoyed that there wasn't any consultation or even a simple leaflet drop into each house. I'm computer literate and online a lot but not everyone is… (2) to me it would have made more sense to close the present opening and open the Rd on the corner beside me. I can't walk far so I'll have to drive out the Celbridge Rd and go right around onto the Straffan Rd to get to the shops. It also cuts Lawrence Ave off from the rest of the Estate. Sorry for the rant - it's bad planning and worse communication on the part of those whose voice can make a difference Folks i hope ye think again about who will be inconvenienced by the present proposal.	connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes.
41.	Brendan Keegan	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements:	As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes.

No.	Name	Comment	Response.
		1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. A Road Safety Audit was completed on the preliminary design for the scheme and any road safety issues identified at this stage have been addressed. Further Road Safety Audits will be carried out at the detailed design and construction stages. As part of the Kildare Climate Action Plan 2024 - 2029, the Council identified Maynooth as the county's Decarbonisation Zone (DZ). Overall, the scheme aligns with national objectives for achieving net-zero emissions by 2050 and highlights the need for climate focused measures. It prioritises sustainability by promoting reduced transport-related emissions, improving energy efficiency, and strengthening climate resilience within the transport network. The Celbridge Road Active Travel Scheme aligns with the Maynooth DZ by reducing transport emissions which is one of the town's major carbon sources. This is achieved by encouraging a modal shift to active travel from private vehicles. The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green area were identified as requiring removal (for safety reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the

No.	Name	Comment	Response.
			scheme. The trees that require removal will be replaced elsewhere resulting in a net gain of trees for the scheme.
		• Air Pollution is real concern for residents as traffic increases in the estate.	In relation to air pollution, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth.
		• Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard.	Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies.
		• Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.	This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road which in turn will reduce noise pollution. • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr In addition, this project forms part of the solution to reducing noise pollution by reducing the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth.

No.	Name	Comment	Response.
		3. Economic Concerns: • Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: • Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The "quiet street" as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. • Suggestion 2	As a result of this consultation process, KCC intend to provide an enhanced green area between the residential street at Rail Park and Celbridge Road. This will alleviate any economic concerns on property prices as a result of the active travel scheme. Also it should be noted that land value uplift is a known indirect benefit of active travel. Active travel infrastructure can improve accessibility, connectivity, public-realm quality and access to local services, making an area more attractive as a place to live. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.

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		• Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. • Suggestion 3:: • The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.	As identified on the Part 8 drawings, the flower bed and plinth will be relocated and considered further during the detailed design of the scheme. This issue will be raised with the relevant council department and will be further reviewed post implementation of the active travel scheme.
42.	Tom Swift	While I welcome the general proposal, the removal of trees and grass median that separates Rail Park and the Celbridge Road is a mistake and should be reconsidered. I object to the removal of the ten trees in this area, which were planted about ten years ago and are beginning to mature. Meanwhile, the grass area provides rain soakage and visual amenity. The proposal to plant replacement trees on the verge in front of the Rail Park houses facing the road is unlikely to be implemented as there are already trees in place on each area of verge. From an aesthetic perspective, the visualisations of the new road layout in this area and/or a (Celbridge Road and parallel Rail Park roadway) show an ugly expanse of hard surfaces which will replace the grass and trees. At the very least provision should be made for a median / island along this stretch where suitable plants and/or trees can be planted. This would add aesthetic and environmental value to the scheme.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
43.	Seán Kennedy	Dear Sir/ Madam,	Same response as per submission no. 41. Submission is the same.

No.	Name	Comment	Response.
		I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area	

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		including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. • Air Pollution is real concern for residents as traffic increases in the estate. • Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard. • Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound. 3. Economic Concerns: • Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: • Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The "quiet street" as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could	

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		then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. • Suggestion 2 • Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. • Suggestion 3:: • The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.	
44.	Patrick Kennedy	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements:	Same response as per submission no. 41. Submission is the same.

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		Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.	
45.	Ciara Regan	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming.	Same response as per submission no. 41. Submission is the same.

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		This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. • Air Pollution is real concern for residents as traffic increases in the estate. • Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard. • Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound. 3. Economic Concerns: • Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: • Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would	

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46.	Aaron Regan	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed.	Same response as per submission no. 41. Submission is the same.

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47.	Áine Hearns Kennedy	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing	Same response as per submission no. 41. Submission is the same.

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48.	Dave Regan	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate	Same response as per submission no. 41. Submission is the same.

No.	Name	Comment	Response.
		Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.	

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49.	Cathy O'Neill	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major	Same response as per submission no. 41. Submission is the same.

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		concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. • Air Pollution is real concern for residents as traffic increases in the estate. • Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard. • Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound. 3. Economic Concerns: • Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in	

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		addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: • Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The "quiet street" as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. • Suggestion 2 • Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. • Suggestion 3:: • The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8	

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		scheme.	
50.	Michael Kiersey	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns	Same response as per submission no. 41. Submission is the same.

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51.	Mary Geraghty	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents	Same response as per submission no. 41. Submission is the same.

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		affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. • Air Pollution is real concern for residents as traffic increases in the estate. • Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard. • Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.	

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52.	Marion Keegan	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to	Same response as per submission no. 41. Submission is the same.

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		A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The "quiet street" as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. • Suggestion 2 • Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. • Suggestion 3:: • The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.	
53.	Rachel Grimes-Doyle	Dear Sir/Madam, I wish to make the following observations in relation to the Proposed Celbridge Road Active Travel Scheme, Maynooth, Planning Reference P82026.02. My principal request is that the scheme proceed with strong safety measures for pupils, pedestrians, cyclists, bus users and residents.	The strong support and points raised below for this active travel scheme are welcome.

No.	Name	Comment	Response.
		As a parent who has campaigned for these long-overdue safety improvements on this route for more than 14 years, I welcome this public consultation and the opportunity to comment on the proposed scheme. I broadly welcome the proposed upgrade of the R405 and its aim of making the road safer for all users. I would like to commend the planners on the inclusion of the following in the proposal: 1. **Footpaths and cycle tracks on both sides of the road** are welcome. Almost 1,000 students use this road daily during school term, and providing safe, dedicated space for walking and cycling should make a major difference to their safety. 2. **The proposed consolidation of bus stops** is welcome. Excessive numbers of stops impede traffic flow and contribute to build-ups, while a smaller number of well-designed stops supports safer and more efficient movement along the route. 3. **The management or removal of trees** where they create a safety hazard is welcome. Trees along Laurence Avenue have overhung the footpath, dropped branches and debris onto the path and road, and obscured street lighting, creating dark spots. Any replacement planting should be carefully selected and maintained so that it does not recreate these problems along the	

No.	Name	Comment	Response.
		route. 4. **Gaelscoil Uí Fhiaich entrance enhancements:** The proposed entrance enhancements at Gaelscoil Uí Fhiaich are welcome and should be designed to prioritise pupil safety at arrival and departure times. 5. **Provision of School Zone** (road markings and pencil bollards) at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School is welcome and will heighten driver awareness and help to slow the traffic in this area. 6. **Connection to the Maynooth Eastern Ring Road:** It is welcome that this scheme will tie into the Maynooth Eastern Ring Road, and this connection should be designed to provide safe onward connectivity. However, I do have a number of observations and request that these are taken into account when the Planning Authority in Kildare County Council review the submissions before completing the next phase of the design. • **Proposed Road Alignment:** It is disappointing to see that the proposed road design leans heavily towards removing green spaces at the front of Railpark and Rockfield with no contribution from the Laurence Avenue side of the road. This is very inequitable to Railpark and Rockfield and should be addressed. Consider leaving the Railpark green space and foothpath as is and	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area at Laurence Avenue was an option included in this analysis but was not determined as the preferred option.

No.	Name	Comment	Response.
		marking the Railpark road with a cycle track that will continue around the corner to join with the proposed design for that section.	The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		• **Hedging and trees along the route:** I am disappointed that the hedging along Laurence Avenue is not being removed to accommodate this upgrade and to use space evenly from both sides of the road. This hedging and overhanging trees have contributed greatly to the unsafe conditions on this stretch of road for too many	The scheme has been designed to allow for the conservation of as much hedgerow and trees as possible. For many reasons including ecology and biodiversity, it is not proposed to remove hedging and trees unnecessarily. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green

No.	Name	Comment	Response.
		years. An environmental survey may be required to remove this hedge but this is not a wildlife habitat. Where boundary treatment is required, walls or other low maintenance solutions should be considered to prevent overgrowth onto the path and maintain an adequate standard of lighting. Any trees or hedging will need to be cut back significantly or replaced with slow-growing planting that will not obstruct paths, signs or lighting.	area were identified as requiring removal (for safety reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the scheme. The trees requiring removal are shown on the Part 8 Drawings. The maintenance issues outlined will be raised with the relevant council department.
		• **Hedge at front of Rockfield:** This hedge may need to be partially removed to ensure a clear line of sight for all users. Again, a wall at the front of Rockfield would provide a better solution. If existing hedging is retained, it should be managed through a clear maintenance programme by Kildare County Council or replaced with slow-growing planting that will not obstruct paths, signs, lighting or visibility.	Same as response above.
		• **Rockfield junction visibility:** Reducing the junction space at the entrance to Rockfield will significantly reduce the line of sight for drivers exiting from Rockfield. Sufficient junction space should be retained to provide a clearer line of sight and visibility with a grass verge similar to the Grange entrance.	Sightlines at this junction have been reviewed in line with guidance and will be further reviewed as part of the detailed design.
		• **Lighting:** The proposed lighting upgrades are welcome. At present, some users avoid these areas after dark because the lack of visibility	Noted.

No.	Name	Comment	Response.
		creates a significant safety concern. Any trees and hedging that remain should be cut back so that there are no dark spots along the route that could pose a safety risk.	
		• **Maintenance and path safety:** Any hedging and trees that do remain will require a commitment from Kildare County Council that they will enforce a timely, regular and ongoing maintenance schedule. Leaves, branches and other debris should be cleared promptly to reduce slip, trip and collision risks, particularly for people with visual impairments or mobility needs. Trees and hedges will need to be cut back before the beginning of the school term in August and thereafter as required to ensure safety. Hedge heights need to be maintained at a maximum of 2 metres so that daylight and street lighting can adequately illuminate the paths and road remove dark spots.	The maintenance issues outlined will be raised with the relevant council department.
		• **Speed limits:** The speed limit in the school zone should be reduced to 30 km/h.	There is an existing periodic speed limit at the schools of 30km/hr. This will be retained as part of the scheme.
		• **Speed signage:** Clear speed signs should be installed on the approaches to the schools from both directions and maintained so that they remain visible and effective. Again, the removal of trees and hedges along the route will assist with this.	The provision of speed signage to be considered as part of the detailed design.
		• **Flooding:** Celbridge Road has flooded regularly in recent years, particularly with heavier rainfall.	Noted.

No.	Name	Comment	Response.
		The design should include effective drainage and water run-off measures to help prevent flooding. • **Surface water:** Footpaths and cycle tracks should be designed and cambered so that surface water drains away effectively. • **Levels between footpaths and cycle tracks:** The footpath and cycle track should be designed to minimise trip, fall and collision risks. Where the surfaces meet, transitions should be smooth and clearly legible, with colour contrast used to distinguish pedestrian and cycling areas. Users may need to move safely between the footpath and cycle track when passing others. Joints between surfaces should be sealed and maintained to prevent weed growth, which can become unsightly and create additional accidents. • **Bus stops:** Locating a bus stop directly on the cycle path or footpath would create a safety risk for passengers waiting for, boarding or alighting from buses, as well as cyclists have clearly separated spaces. Bus bays should be included to allow the buses pull in fully and allow other traffic to pass while the buses are dealing with passengers. During the construction phase, please ensure that safe, accessible and continuous temporary footpaths are available for all users of this road. Adequate pedestrian arrangements have not always been available while The Grange has been under construction, which has placed	Noted. The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish. All bus stops will be designed in accordance with design standards and national guidance. A Construction Environmental Management Plan (CEMP) and Temporary Traffic Management Plans (TTMP) for all users would be produced and implemented at the construction stage.

No.	Name	Comment	Response.
		vulnerable road users at significant risk. Lessons should be learned from that experience so that pedestrians, schoolchildren, people with mobility needs and other vulnerable users are protected throughout the works. I look forward to the progression of this project and hope that, with these safety and maintenance concerns addressed, the final scheme will benefit all users of the R405 Celbridge Road.	
54.	Maynooth Accessibility Group	Submission included under the Prescribed Bodies & Third Parties section of this report.	Response included under the Prescribed Bodies & Prescribed Third Parties section of this report.
55.	Sinead Claxton	I wish to place on record my objection to this scheme. My key concerns are: - Filtered permeability on Laurence Avenue: This will unnecessarily box residents into the estate and force them onto the Celbridge Road which is already burdened at peak hours and will become even more so with additional traffic from the new housing estate and the new ring road.	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified.

No.	Name	Comment	Response.
			In relation to traffic congestion, this project forms part of the solution to reduce the number of vehicles on this section of road by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.
		- Safety concerns: Since opening the end of Laurence Ave to pedestrian traffic, there has been a marked uptick in the amount of traffic (vehicular, foot and bicycles) during school runs causing safety concerns for residents, as well as major inconveniences with parked cars effectively blocking access to the driveways of houses. The proposed scheme seeks to turn Laurence Ave - particularly the end of the street nearest the schools - into a glorified school zone. Ample parking/drop zones are available in the schools and should be mandatory for drivers to use these designated zones. The pedestrian entrance at the end of Laurence Ave should be closed back up and disincentivised for use by school traffic.	This project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel to and from the schools. During the early stages of implementation of the scheme, a Community Warden could be made available to assist all traffic and users getting to and from school. We will raise awareness of this issue with both schools.
		- Estate integrity: I object in the strongest terms to any healthy trees or other vegetation which is felled, uprooted, or otherwise destroyed as part of the scheme. The fencing should also remain in its place. The aesthetic of the estate has been 50 years in the making and should not suffer due to the wants of newer structures. The shock of three-storey buildings appearing across the road (i.e. The Grange estate) has already increased privacy concerns and the trees are needed for some modicum of privacy, as well as serving important ecological purposes.	The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. For the most part and as shown on the Part 8 Drawings, the trees and hedgerow are being retained in front of Laurence Avenue. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green area were identified as requiring removal (for safety reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the scheme. The trees requiring removal are shown on the Part 8 Drawings. The trees that require removal will be replaced elsewhere

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		- Noise nuisance and disruption: since the beginning of the construction of The Grange estate (over 2 years ago), we have had to endure major disruption owing to 7am starts 6 days a week (often earlier) leading to sleep problems and other related issues. Irish Water upgrades have also contributed to disruption over the last few months with temporary traffic lights and partial road closures on the Celbridge Road. There is little appetite for yet more construction work and endless disruption. We want to live on our estate in peace.	resulting in a net gain of trees for the scheme. All projects listed are of strategic and local importance to the development of Maynooth and whilst temporary disruption is regrettable, the schemes are required for the betterment of the area. A Construction Environmental Management Plan (CEMP) would be produced at the construction stage for the active travel scheme which will endeavour to minimise disruption to residents during the construction works. Any impacts during construction are temporary and will be minimised as far as reasonably practical.
56.	Vivian O Brien	Title: celbridge road and straffan road junction The slip from Maynooth to Celbridge road should be re-instated to allow traffic to slip down the Celbridge road to stop a build up of needless traffic coming out of maynooth and stop the rat run through Railpark. also the slip to the left from celbridge road to Straffan road needs to be widened and lenghtened as at the moment it only is for one car and the rest bounce on the footpath when the filter light is on and the traffic is stuck to the right. This is a disaster at the moment so closing off Laurances avenue for maynooth park residents and the shop will make this far worse. regardless of any ring road, they still have to get into the estate.	The proposed scheme aims to enable a modal shift from private vehicles to more sustainable modes by providing prioritised, protected infrastructure for pedestrians and cyclists. The scheme is not designed to improve access and priority for motorised traffic. The proposed scheme forms part of the National Transport Authority's Greater Dublin Area Transport Strategy which has similar objectives for reductions in transport emissions and a shift to sustainable transport modes and aligns to the Kildare County Development Plan and relevant Local Area Plans. In relation to traffic congestion at the Straffan Road signalised junction, this project forms part of the solution to reduce the number of vehicles on this section of road by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.

No.	Name	Comment	Response.
		Title: laurence avenue closing off for pedestrians and bikes This is madness, there is no benefit to anyone with this. it will leave everyone in Maynooth Park and others all heading to the T junction at either Maxol coming from The now new road to turn left (where there is a minimal left turn) or coming out of Maynooth park to the T junction at the shop and its mayhem there at the best of times, and we don't want any more traffic lights. its fine as it is, more speed ramps maybe and a bit more severe.	The introduction of these filtered permeability measures will reduce vehicular traffic within this residential area, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed. This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified. The Maynooth Park/Greenfield Shopping Centre junction onto Straffan Road will be reviewed, as required, post implementation of the active travel scheme.
		Title: the hedging along the celbridge road on the GAELSCOIL side and LAURANCES Avenue The hedging if not removed should be fenced on the footpath/bike lane side and its treacherous in winter and with dead leaves and muck. it should be fenced to a height of an average person. this would also stop the encroachment of the hedge from the end of February, the	The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. For the most part and as shown on the Part 8 Drawings, the trees and hedgerow are being retained in front of Laurence Avenue. A tree survey was carried out by an arborist as part of the design of the scheme and a number of trees within this green area were identified as requiring removal (for safety

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		end of the cutting season to the end of the school year the end of June which will restrict the use of what you are proposing Title: small footpath near the T junction of Celbridge Road and Straffan - behind bungalows in railpark backing onto the road There seems to be no plan for the trees and bushes which should be removed and the footpath widened at the back of the bungalows backing onto the Celbridge Road and they should get a proper fence or wall to help with their privacy. This footpath is dangerous as it is as when two people meet one has to walk on the road. anyone coming from Maxol across at the traffic lights will turn right if heading down the Celbridge road and do the loop around as it far shorter. Title: marking for bike lanes in Railpark It looks like the markings on the road on the drawings only show bikes to and fro. No marking for cars therefore that would look like that stretch is not for cars. the markings should include cars if that's what's intended	reasons) based on the condition and maturity of the trees whilst a small number were identified as requiring removal to facilitate the scheme. The maintenance issues outlined will be raised with the relevant council department. This section of Celbridge Road referred to is outside the scope of the current scheme. KCC may progress this section of the scheme as a separate Part 8 in the future subject to resources and funding. The proposed Part 8 scheme provides a linkage for both pedestrians and cyclists from the Straffan Road to the Celbridge Road and vice versa. Road markings for the shared street (for cyclists and motorised vehicles) are as per requirements in the Traffic & Signs Manual.
57.	Kevin Shiels	Dear Sir / Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed.	

No.	Name	Comment	Response.
		While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements: 1. Lack of consultation with residents. 2. Increased traffic on Celbridge road side of Rail park impacting elderly residents and nearby disability service 4. Removal of green verge/trees will increase pollution.	 As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes. A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out

No.	Name	Comment	Response.
			of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report: Suggestion 1: Route the cycle lane through the back of Rail park. While the route is longer it is safer and put plans in place to slow vehicular traffic.	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road (and connection into shared streets on Rail Park and Laurence Avenue) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.
		Suggestion 2: Traffic calming measures in the estate are necessary if cycle routes are put down.	The details suggested will be considered during the detailed design stage of the Project.
		Suggestion 3: Retain some division with the road while upgrading footpath for pedestrians. On rail Park side, allow the shared cycle path to join at a junction at the Celbridge road entrance to Rail Park. Remove the cycle path on the Rail park side of the Celbridge road.	See responses above.

No.	Name	Comment	Response.
		This would negate the need to remove the green space and save money. Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme.	
58.	Patrick Holmes	All I writing to express my objections to this purposed design scheme along the Celbridge Rd. I am a resident of Railpark no 60 for the previous 25 years. Previously I lived in Old Railpark and I remember this estate been constructed back in 1971 . I am deeply disappointed that residents were not consulted prior to KCC putting this purposed plan in place to facilate the schools and the end users of this scheme. I have reservations about parts of the purposed scheme as listed below: 1. The grass verge from house 47 to 59 is been removed completely to facilate cyclists and pedestrains. This is been replaced with hard surfaces which will lead to future flooding in the area as the green space is natural drainage source. Consideration should be given to creating a quite street using the current quite carraigeway in Railpark. It is widely accepted that cyclists and pedestrains do not use cylcle lanes and pavements. Money saved could be better spent on educating cyclists of the rules of the road.	As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes. As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out

No.	Name	Comment	Response.
			of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		2. Planning hours for the construction works is unacepptable from 7am-7pm Monday to Friday and Saturday 8am- 2pm as its a residental area the majority are senior citizens. If works are to be carried out of hours ,then communication with the residents need to be notifed in advance. A news letter to be issued to the residents monthly stating what works require out of hours working. Once a month KCC Senior Roads Enigneer needs to meet the residents.	A Construction Environmental Management Plan (CEMP) would be produced at the construction stage for the active travel scheme which will endeavour to minimise disruption to residents during the construction works. Any impacts during construction are temporary and will be minimised as far as reasonably practical. Communication with the residents will take place as required.
		3. Dust and nosie monitoring needs to be activily monitored by a 3rd party during construction works .	Dust and noise monitoring would be covered in the CEMP referred to above.
		4. Confirmation that residents can park vehicles on the cycle lanes. Parking on these roads have been in place since 1971 and must continue.	Under the Part 8 proposal, there are no plans to restrict parking on the section of shared street proposed at Rail Park. Note this is a shared street and not a cycle lane.
		5. Current flower bed and plinth is to be relocated but no position has been identified on any Drawings that I can establish.	As identified on the Part 8 drawings, the flower bed and plinth will be relocated and considered further during the detailed design of the scheme.
		6. Currently there are 10no trees to be removed from the grass verge to facilitate this cycle lane This is not acceptable as all stakeholders are advocating the planting of more trees. If the trees are to removed are they going to be replanted elsewhere to ensure they are saved.	See response to point 1 above.
		7. House no 70 and 71 require walls or a screen to ensure privacy.	KCC will engage with the residents of house no.'s 70 and 71 in Rail Park to discuss and agree boundary treatment options.
		8 . There is miniumnin and maximun width for cylce lanes	See response to point 1 above.

No.	Name	Comment	Response.
		and pavements. A fence line and hedge should be considered as means of a break between the new scheme and residents to provide additional privacy. When these works are completed the vehicles, cyclists and pedestrains will be much closer to the residents from previous.	
59.	Patrick Holmes on behalf of Joseph Keenan	**P82026.02 Joeseph Keenan no 89** 1.I would be concerned about air polution due to the increase in vehicular traffic and a safety issue for residents as cars regularly speed through the estate. 2.The level of noise polution for Residents on the Celbridge Road is of concern. 3.Flooding is a possibility if the Grass Area is removed to faciliate the installation of a Cycle Lane. The current surface water system is not designed to accommodate the planned works. 4.A probable increase in carbon omissions due to the closer proximity of vehicular traffic. 5.A decrease in house prices as a result of these changes.	In relation to air and noise pollution and an increase in carbon emissions, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth. Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies. A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. As a result of this consultation process, KCC intend to provide an enhanced green area between the residential street at Rail Park and Celbridge Road. This will alleviate any economic concerns on property prices as a result of the active travel scheme. Also it should be noted that land value uplift is a known indirect benefit of active travel. Active travel infrastructure can improve accessibility, connectivity, public-realm quality and

No.	Name	Comment	Response.
			access to local services, making an area more attractive as a place to live.
		6. The removal of the name Plinth and Flower Bed at Estate entrance . There is no indication of where they will be relocated on any Drawings that I have seen.	As identified on the Part 8 drawings, the flower bed and plinth will be relocated and considered further during the detailed design of the scheme.
		Suggestions 1. It is possible to ensure a grass verge along the Celbridge Road and still faciliate a cyle lane and a footpath. This can be achieved by reducing the cycle lane and the footpath to the minimum dimensions which is 1.5m for cycle lane and 1.8m for a footpath. This can be achieved with a fence and a hedge planted .	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		2. The existing estate carriageway could be used as a shared space for both vehicles and cyclists.	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The provision of a uni-directional cycle tracks and footpaths

No.	Name	Comment	Response.
			on both sides of Celbridge Road (and connection into shared streets on Rail Park and Laurence Avenue) was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.
		3. Confirmation is required regarding car parking being allowed on the cycle lane on the Quiet Street.	Under the Part 8 proposal, there are no plans to restrict parking on the section of shared street proposed at Rail Park. Note this is a shared street and not a cycle lane.
60.	Lucy Cradden	I support the Celbridge Road Active Travel Scheme and welcome the proposed upgrades. These safety improvements are long overdue and are much needed for children, families, school staff and all users of this road. Safe, continuous footpaths and cycle tracks are essential to encourage walking, cycling and scooting to school. It should be a priority to ensure the scheme can connect safely with other existing and planned footpaths and cycle tracks in the area. It is welcome that this scheme will tie into the Maynooth Eastern Ring Road, and this connection should be designed to provide safe onward connectivity.	The support for this active travel scheme is welcome.
		The speed limit in the school zone should be reduced to 30 km/h and enforced. Clear speed signs should be installed on the approaches to the schools from both directions and maintained so that they remain visible and effective.	There is an existing periodic speed limit at the schools of 30km/hr. This will be retained as part of the scheme. Noted. The details suggested re signage will be considered during the detailed design stage of the Project.
		Experience of unidirectional cycle lanes on the Straffan Road in maynooth would suggest that the general public are not capable of cycling in the correct direction with traffic. This seems even more likely to be the case in the Celbridge Road since the two schools being accessed are on opposite sides. Drivers exiting housing estates into the	Enforcement on the correct use of cycle tracks is not the responsibility of Kildare County Council. The proposed uni-directional cycle tracks will be designed in accordance with design guidance and national standards in relation to signage and markings.

No.	Name	Comment	Response.
		Straffan Road don't look for cyclists in both directions, assuming they are approaching from only one direction, and this leads to very dangerous situations. Given these new cycle tracks are going to involve large numbers of children under the age of 13, and their parents, it would be much safer to have dual-direction cycle ways to ensure divers take full account of approaching cyclists from both directions. Again, given the age of the likely pedestrians and cyclists, it would not be the safest option to include shared pedestrian-cycle paths in the scheme.	During the early stages of implementation of the scheme, a Community Warden could be made available to assist all traffic and users getting to and from school. We will raise awareness of this issue with both schools. In line with design standards and national guidance, the provision of segregated and protected infrastructure is preferable over shared paths where spatial constraints allow.
61.	Matthew Beckingham	Overall the scheme is a good one and should help to improve the safety of children travelling to the two schools on the Celbridge Road and for people living in the Celbridge Road area to connect the wider Maynooth area. The scheme should go ahead for these reasons. It is good to see that there is wider space along the route for people on foot and bikes to travel. Hopefully this will improve safety along what is currently a dangerous road. It is good to see that there are raised crossings across all junctions (as there are too many crossings in Maynooth where cyclists are just pushed into the general traffic). Having a raised kerb between the bike path and road is good. Will this be enough to stop a bus or car mounting the bike lane? Celbridge Road is a frequent bus route. Having a new crossing on the Maynooth side of the Gaelscoil will help to improve safety for people going to both schools. Keeping as many of the trees and other greenery is good Questions: It has been seen in many locations around Maynooth that the kerbs between pedestrian and bike lanes are dangerous for people on foot and bikes. What will be done to make the proposed kerbs safe for everyone?	The support for this active travel scheme is welcome. The uni-directional cycle track will have a 125mm upstand kerb from the carriageway which will deter bus or car parking on the cycle lane. Within the 'School Zone', pencil bollards are proposed which will act as a physical barrier and deter parking in the cycle track/footpath. The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish.

No.	Name	Comment	Response.
		The design at the Straffan Road is interesting: would it not make more sense to have the scheme continue directly along the Celbridge Road to the current junction near the Maxol garage? This would be a simpler design and easier for people to travel along, instead of taking detours to get onto the Straffan Road to connect with the rest of Maynooth.	As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Celbridge Road/Straffan Road junction.
62.	Cllr Angela Feeney	Submission included under the Elected Members section of this report.	Response included under the Elected Members section of this report.
63.	Josephine Downes	Dear Sir/ Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements: 1. Safety concerns Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one.	Same response as per submission no. 41. Submission is the same.

No.	Name	Comment	Response.
		This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout. 2. Environmental Concerns • Environmental degradation as carbon levels increase . Maynooth has been designated as a "Decarbonisation Zone" by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made. • Air Pollution is real concern for residents as traffic increases in the estate. • Possible increase in flooding given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard. • Noise pollution for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound. 3. Economic Concerns: • Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between. I would request that Kildare County Council integrates the	

No.	Name	Comment	Response.
		following modifications into the final Chief Executive's Report: • Suggestion 1 A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The "quiet street" as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement. • Suggestion 2 • Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate. • Suggestion 3:: • The Council should revisit the issue of speeding traffic through the estate. Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.	
64.	Una Phillips on behalf of the Griffin Rath Manor Residents	Submission included under the Prescribed Bodies & Third Parties section of this report.	Response included under the Prescribed Bodies & Prescribed Third Parties section of this report.

No.	Name	Comment	Response.
	Association		
65.	Irish Cycling Campaign (formerly Cyclist.ie)	Submission included under the Prescribed Bodies & Third Parties section of this report.	Response included under the Prescribed Bodies & Prescribed Third Parties section of this report.
66.	Ciaran Gallagher	This estate was built in the early 70's and at the time of completion, there was a natural hedge of blackberries, hawthorn and other vegetation running as an estate boundary to the Celbridge Road. It was the happy understanding of the then new residents that this boundary would be a fixture. Six months later it was demolished. Occasional attempts were made to set suitable bushes / trees but these failed due to absence of official approval. The stretch of ground then became the green area. This grassed stretch was such that children safely played on it. Some years later this space was squeezed by 2-3 metres to provide a main road footpath. Now ,in this latest round of possible amenity cancellation, it appears there is a proposal to eliminate the grass surface and replace it with asphalt/ tarmac ---- in the name of providing a cycle lane alongside and additional to the main road. Excuses for this revolve around the increased demand for school traffic and other traffic resulting from the new bypass to the east . This proposal points to another degradation of natural amenity with added feature of increasing traffic pollutants	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.

No.	Name	Comment	Response.
		destined for the facades of Rail Park residences and its residents supposedly ,to enhance our environment with the new lane. However, this particular design approach accommodates cycling at the future expense of the health of residents and pedestrians (young and old) in the estate. At no stage, until about 4 years ago, did the Council consider what should have been always obvious : the planting of proper barrier growth between the houses and Celbridge Road. 4 years ago some young trees were planted (& thankfully have survived) but now look like a short- life project under this latest- speculated, planning idea. It is not apparent that any other estate in the region will possibly be subject to a tarmac or concrete desert right up to their garden boundary, with no regard for increased noise pollution, rubber particulate release or carcinogenic gas/ fume dispersal. These are apart from physical hazards possible if motorised traffic accidentally over-runs the cycling lane and into the estate. In addition to the systemic health threats, as yet not mitigated by officialdom, it would appear from one of the 'future' pictures circulated , that residential parking in the estate will be threatened. No on-road parking for residents? Visitors arrive by bus?	Under the Part 8 proposal, there are no plans to restrict parking on the shared street at Rail Park. See response above.

No.	Name	Comment	Response.
		What of emergency services ?	Under the proposed scheme, access for emergency services remain unaffected to Rail Park.
		There appears from one photo that a cross- highway ramp terminates in a resident's driveway.	The raised uncontrolled crossing at Rail Park is included to provide a safe crossing point for vulnerable road users to the active travel facilities on Celbridge Road. It also acts to highlight the shared street zone for cyclists and vehicles proposed along Rail Park. As a result of the consultation process, KCC intend to relocate slightly the position of the raised uncontrolled crossing in Rail Park so it is centrally located between the driveways of house no's 58 and 59 and does not adversely affect the driveway of either property.
		The current market in houses has a preference for those with botanical growth evident other than a bare building. A move to the asphalt desert streetscape will indirectly threaten sales value (just after Council slapped on the extra 15% to the Phil Hogan base LPT). Back to the grassed space along the Celbridge Road boundary.... It is my belief that, irrespective of cycling lanes, there will HAVE to be a proper, effective ,natural barrier of trees and shrubs, to protect the inhabitants from present and future Celbridge Road traffic pollution.6 If the grass space along the Celbridge Road is removed then there will be a loss, per each 100m²area , of oxygen generation to the tune of 250kg per annum and carbon dioxide capture to the tune of 45kg per annum. If the planners are interested in significant remediation	As a result of this consultation process, KCC intend to provide an enhanced green area between the residential street at Rail Park and Celbridge Road. This will alleviate any economic concerns on property prices as a result of the active travel scheme. Also it should be noted that land value uplift is a known indirect benefit of active travel. Active travel infrastructure can improve accessibility, connectivity, public-realm quality and access to local services, making an area more attractive as a place to live.

No.	Name	Comment	Response.
		around the estate's current and future exposure, then trees such as Scots Pine ,Douglas Fir and Sycamore are strong absorbers of CO2 (15, 44 and 45-115 kg pa) and oxygen generators at the rate of 40-70, 118, 22 kg per annum respectively -- googled values. The values for individual hedges are not available but the barrier to bulk pollutant transfer can be seen clearly from the summer deposition on the Laurence Avenue vegetation that bounds its side of the Celbridge Road. The encrustation is strong ,well trapped on that side of the road ---- but there is no matching barrier on the Rail Park side. It would be beneficial, in the event of further ideas for changing localised infrastructure, if the Council people talked to the locals in advance of issuing discussion documentation with a relatively short response deadline.	See response above. As per our statutory requirements, the Part 8 for the scheme was advertised on local newspapers, KCC social media channels and site notices were erected at 9 no. locations along the route of the proposed scheme. All interested stakeholders are welcome to submit proposals in accordance with the established public consultation processes over a 6-week period.
67.	Gustavo Basilio	Title: Support for Infrastructure & Focus on Maynooth Educate Together to Rockfield Avenue I strongly support the proposed active travel infrastructure along Celbridge Road, including the segregated cycle tracks, footpath upgrades, toucan crossings, and filtered permeability on Laurence Avenue. I wish to highlight the segment between Maynooth Educate Together National School and Rockfield Avenue. At present, this section is extremely dangerous for all vulnerable road users, but especially for children commuting to school. The current lack of adequate,	The support for this active travel scheme is welcome.

No.	Name	Comment	Response.
		protected infrastructure forces young pedestrians and cyclists into close proximity with heavy traffic. The proposed improvements along this specific section must be prioritised and delivered with robust, continuous physical segregation to ensure children can walk, cycle, or wheel to school safely and independently. Title: Concern Regarding Speed Parameters: Request for 30 km/h Limit and Enforcement Measures While supporting the overall scheme, I wish to register a strong planning concern regarding the project's speed design parameters. My understanding is that the baseline speed limit will remain at 50 km/h. I acknowledge that the proposal already includes several measures intended to reduce vehicle speeds, including raised tables, raised entry treatments, buildouts, school-zone treatments, and other traffic-calming features. These are welcome. However, the project's own traffic data indicates that recorded 85th percentile speeds reached 58.1 km/h along Celbridge Road. That suggests the existing operating speed is materially above the posted limit, and that physical design measures alone may not be sufficient unless their expected speed-reduction effect is clearly demonstrated. As someone who drives on this section of Celbridge Road almost daily, I see no strong reason why a 50 km/h speed limit is necessary here. The scheme length is under one kilometre. Reducing the operational limit to 30 km/h would add only around 20–30 seconds to a driver's journey, while materially improving safety for pedestrians, cyclists, schoolchildren, and other vulnerable road users.	The baseline speed limit will remain at 50km/hr. The reduction in speed limit is subject to a county wide review of speed limits and is subject to a separate statutory process. This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road, • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr Surveys will be carried out post construction to ensure the proposed traffic calming measures had the desired effect.

No.	Name	Comment	Response.
		Vehicle speed is a major factor in collision severity. According to the RSA Safe Speeds Report 2023, the fatality risk for a pedestrian struck by a car at 30 km/h is approximately 5%, rising to 29% at 50 km/h, and higher again at greater speeds. I therefore suggest that the Council consider: 1. Reducing the operational speed limit along the scheme corridor to 30 km/h. 2. Ensuring the proposed traffic-calming measures are sufficient to bring actual operating speeds down to a safer level. 3. Monitoring vehicle speeds after implementation. 4. Considering appropriate compliance or enforcement measures if speeds remain above the intended safe level, as speed limits are most effective when supported by design and real-world compliance.	See responses above to these suggestions.
68.	Madeleine Mc Namara	Overall I am delighted to see this scheme being proposed for the Celbridge Rd in Maynooth. However, I wish to raise questions around the segregation of pedestrians and cyclists and the island bus stops. I note that there is full segregation along the majority of the Celbridge Rd which is welcomed. However I am unsure as to how this segregation is being made. Ideally there should be a clear height difference between the footpath and the cycle lane so that people who are blind or vision impaired can navigate safely without the risk of unintentionally walking on the cycle lane. It is disappointing to see that a shared pedestrian/cycle lane is proposed at the southern end of this scheme. This poses danger for both pedestrians and cyclists. The area in question is at the two schools where footfall will be at its highest, making the likelyhood of a collision even greater.	The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish. A shared surface is proposed at this end of the scheme for a few reasons. - As a result of both spatial constraints and to tie-in with active travel facilities proposed as part of the Maynooth Eastern Ring Road.

No.	Name	Comment	Response.
			- A shared surface at school fronts or in close proximity can be the preferred approach and acts as a spill over area/flexible space for kids and parents at school opening and closing times. - In addition the shared space at this end of the scheme allows cyclists to travel in both directions to the proposed controlled crossing outside of the Gaelscoil.
		I note that although upgrades to drainage are proposed along the Straffan Rd, no change to the shared footpath is proposed. This seems like a missed opportunity. This footpath seems more than wide enough to accommodate segregated pedestrian/cycle way and as mentioned already, would greatly increase safety for all users.	The provision of segregated facilities along this section of Straffan Road is not practical given the proposed location of the upgraded Toucan crossing on Straffan Road and due to spatial constraints in the available cross section. This section of shared surface may need to cater for cyclists travelling in both directions, depending on the cyclists origins and destinations.
		I note that the bus stops in this scheme will be Island bus stops. These pose a significant difficulty for people who are blind or vision impaired who now have to cross a cycle lane to reach their bus. I appreciate that given limited space, these bus stop types are used but have concerns as to the choice of design. Under the NTA's most recent guidelines, an Island should be a minimum of 2 m. An island that is any narrower than this is dangerous for users who are blind or vision impaired or who use wheelchairs or other mobility aids. There is a high risk of ending up on the cycle lane. I hope that you will take this points into consideration.	All bus stops will be designed in accordance with design standards and national guidance. Bus islands of less than 2m in width may be necessary as a result of spatial constraints along the scheme. The design of the bus stops will be developed as part of the detailed design of the scheme.
69.	Francis Mullany	**Context:** Celbridge Road (Maynooth) is part of the R405 regional road leading to the Maynooth Road in Celbridge, directly into the centre of Celbridge, past the largest grouping of residential estates in the town (estates leading on to Maynooth Road, Shackelton Road and Aghards Road). The route from Main Street Celbridge to Main Street	The support for this active travel scheme is welcome.

No.	Name	Comment	Response.
		Maynooth along the R405 is 6.6km. **Demand:** Celbridge has significant commuter traffic to/from Maynooth: 1. Students to Maynooth University (Maynooth University is the closest university to Celbridge) 2. Secondary students to the Gaelscoil Uí Fhiaich (no Gaelscoil in Celbridge) 3. Workers in Maynooth University 4. Workers in other employment locations in the centre of Maynooth [2022 Census: (a) 3.6% of Celbridge workers work in Maynooth - 354 people. (b) Roughly 220 secondary students went on to university in 2021/2022, suggesting a university-going cohort of at least 1000 students from Celbridge -- many of these will attend Maynooth.] **Support for the scheme:** So there is potential for real demand for an interurban cycling route from Celbridge to Maynooth along the shortest route, namely the R405 including the Celbridge Road (Maynooth). As noted above, the distance between the two urban centres along this route is only 6.6km, or roughly 21 min by bicycle [Google Maps estimate]. The Celbridge Road Active Travel Scheme represents an important step in creating such a route. Therefore, I strongly support the cycling infrastructure that is part of this Part 8 proposal.	The continuation of active travel facilities to Celbridge is outside the scope of this scheme but may be considered as part of future schemes in the area.
70.	Jerry Bradley	To Whom It May Concern, We are writing to express our full support for the proposed Celbridge Road Active Travel Scheme in its entirety. As residents of Laurence Avenue and previously Maynooth	The strong support for this active travel scheme and filtered permeability measures at Laurence Avenue are welcome.

No.	Name	Comment	Response.
		Park for over fifty four years, we have first-hand experience with the traffic pressures in this area and strongly welcome this long overdue investment in our community's infrastructure. While we fully endorse the overall scheme - including the wider footpaths, segregated cycle tracks, and upgraded school zone - we wish to express our strongest possible approval for the specific proposal to implement filtered permeability to permanently close the vehicular link between Laurence Avenue and Maynooth Park. For many years we have watched Laurence Avenue deteriorate into a dangerous, high-volume rat-run with motorists consistently using our quiet residential estate as a shortcut to bypass other traffic. Living here has frequently felt like being under siege, with our peace, privacy, and safety severely compromised by continuously increasing through traffic, noise and aggressive driving. Whilst the installation of ramps some years ago had a somewhat calming effect, there are still motorists who appear to be in a contest to see how fast they can accelerate between these ramps. In addition, these ramps have not resulted in any reduction in traffic volumes. We feel that this current layout poses an unacceptable risk to the hundreds of children who walk and cycle through our estate daily to reach Gaelscoil Uí Fhiaich (as did our own kids) and Maynooth Educate Together National School and all the local - now older residents. The proposed permanent vehicular closure is a vital intervention that will transform our neighbourhood. By restricting this link entirely to pedestrians and cyclists, the council will permanently eliminate rat-running, create a genuinely safe school corridor, and restore our quiet residential environment.	

No.	Name	Comment	Response.
		Furthermore, we wish to object to alternative suggestions raised by some groups, such as making Celbridge Road a one-way street or designating Laurence Avenue as a time-restricted "School Street." As long-term residents, we are of the belief that a "School Street" model which relies on temporary barriers or enforcement only during drop-off and pick-up hours is entirely insufficient for Laurence Avenue. It would fail to solve the systemic, all-day rat-running and aggressive commuting traffic that plagues our estate outside of school hours. Similarly, forcing Celbridge Road into a one-way system would severely disadvantage local residential access and displace traffic unpredictably. The physical, permanent closure of the vehicular link between Laurence Avenue and Maynooth Park as currently proposed by the Council is the only robust, foolproof solution to protect this community. We commend Kildare County Council for this comprehensive design and strongly urge that the scheme, including the permanent Laurence Avenue closure, be approved and implemented exactly as currently written, without dilution or shift toward temporary alternatives.	There are no plans under the Part 8 proposal to make Celbridge Road a one-way street or Laurence Avenue a "School Street".
71.	Maynooth Community Council	Please see attached. **Part 8 Submission for Celbridge Road Active Travel Scheme on behalf of Maynooth Community Council** Maynooth Community Council is a voluntary organisation that focuses on matters of general local interest including planning. It is composed of representatives of Residents Associations, and social, cultural, artistic, sporting, and other local voluntary organisations in Maynooth.	The support for this active travel scheme is welcome.

No.	Name	Comment	Response.
		Our group is very pleased to see the Celbridge Road Active travel scheme proceed to the Part 8 phase. There are two primary schools on the Celbridge road, Maynooth Educate Together National School and Gaelscoil Uí Fhiaich and the proposed active travel scheme will greatly enhance the safety of the young children travelling to these schools. There are already large numbers walking, cycling and scooting and the improved safety will encourage a further reduction in car journeys. The following paragraphs outline some comments from our group. The continuous raised footpaths and cycle paths with priority across the entrances to the estates, Rail Park, Rockfield and Laurence Avenue as well as individual houses are excellent. Cars driving in and out will go over a ramp which will help slow them down and remind drivers about the priority. The smooth surface is especially beneficial for wheel chair users and buggys. This is the view along the front of Rail Park. When you take out the grass verge the two roads seem to merge into one making the road confusing for all users. It's like one giant road with a strip of bike path like an island in the middle. I think some motorists might be tempted (or confused enough) to just drive out of Rail Park across the bike path instead of going down to the junction.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the

No.	Name	Comment	Response.
			existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		Likewise at Greenfield shopping centre there's a lot of grass verge replaced with paving that merges into one confusing expanse. Will removing the grass verges and replacing with paving impact on the capacity of the storm water drains to deal with runoff as episodes of heavy to intense rainfall increase?	Due to spatial constraints, reallocation of some of the green space in this area is required to provide a shared surface for both cyclists and pedestrians. This provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works and use of the existing surface water drainage system i.e. via existing gullies.
		The new design seems to have a lot of crossing points, counting old and new there's 5 in a 1km stretch as shown above. The old crossings are kept and new ones added following the desire lines of where people cross now. However, the new design will affect the desire lines. The crossing from Laurence Avenue to Rail Park follows a current desire line but the current line is due to the position of the bus stop which is very popular for commuters into Dublin who walk to the stop from both sides of the Celbridge road. When the bus stops are consolidated and moved down, the desire line will move with it. It might make sense to design the crossings around the final bus positions rather than existing desire lines. Likewise, the existing crossing at the point where	The bus stops have been positioned to best serve the needs of residents living in all estates in the area in terms of walking distance whilst also taking other constraints into account. The proposed crossings have been designed to serve the proposed location of the bus stops. This will be further reviewed as part of the detailed design. It should be noted that the controlled crossings have been positioned to serve the needs of the pedestrians and cyclists (who will be using these crossings to access the uni-directional cycle tracks from the residential areas). The

No.	Name	Comment	Response.
		Rockfield meets The Grange is already obsolete. It was needed when the footpath was only on the Gaelscoil side and everyone had to cross at that point. With the new crossings down at the schools and at the bus stop, it becomes redundant. Keeping the hedge at Laurence Avenue is problematic, it needs constant maintenance to stop it overhanging the footpath. As the photo shows above, there is a lot of debris from this type of hedge. The trapezoidal kerb described in the design to delineate between the footpath and the cycle track is likely to be a challenge. Young children cycling or scooting to school will be some of the main users of the bike paths. Having even the smallest kerb will be challenging for them. A simple white line should be considered here. Overall, our group are very pleased to see this initiative moving forward and feel the proposal will greatly enhance the safety of this busy road with the additional benefit of moving more car journeys to cycling and walking. **KCC Note:** Review submission as it includes referenced images	requirement and positioning of this controlled crossing will be further considered as part of the detailed design. The scheme has been designed to allow for the conservation of as much hedgerow and trees as possible. For many reasons including ecology and biodiversity, it is not proposed to remove this hedging. The maintenance issues outlined will be raised with the relevant council department. The footpath and cycle track will be at the same level and separated with a trapezoidal delineator kerb. The footpath will have a concrete finish and the cycle track will have a red SMA/paved finish. A trapezoidal delineator kerb is required to facilitate visually impaired people. The above measures are in line with design guidance and national standards. The support for this active travel scheme is welcome.
72.	Peter Hamilton	**Title: Three metre traffic lane width standard for 30km zone** From the design documentation available the planned traffic lane width is 6.3 metres - while three metres is the minimum in national standards for a single traffic lane in a 30kmph zone. This is a highly urban zone adjacent to two schools, where 30 kmph is the appropriate speed limit. The proposed cycling lanes are below standard width in some	Under the proposed Part 8, the speed limit on this section of Celbridge Road will remain at 50km/hr. The reduction in speed limit is subject to a county wide review of speed limits and is subject to a separate statutory process. Celbridge Road is a bus priority route and following consultation with the National Transport Authority a carriageway width of 6.25m for such a route was deemed appropriate.

No.	Name	Comment	Response.
		cases, and there is no space for forgiving design such as grass verges, kerbs, and separation from pedestrians. The goal is to slow down and calm vehicle traffic, narrowing the lane will support this while providing a valuable additional 0.3M for the cycling and pedestrian paths. **Title: Junction priority - Dutch Entry Kerbs** The Dutch entrance kerb is a requirement of the National Sustainable Mobility Policy across each county in Ireland. These should be incorporated at an appropriate height at each junction in the scheme. This should include all estate entrances, specifically Railpark, Rockfield, Laurence Avenue and The Grange.	The proposed footpath and cycle track widths are within design guidance and national standards. Due to the constrained environment, the typical existing cross section does not allow for the provision of widened footpaths (beyond typically 2m in width) along with uni-directional cycle tracks on both sides of the road. Similarly with the typical cross section, there is insufficient space for a verge/planting strip. Land acquisition is required at a number of properties to allow for the (above) provision of active travel facilities along Celbridge Road. This scheme proposes a number of measures to reduce the speed of vehicular traffic along this stretch of Celbridge Road, • Provision of 3 no. raised controlled crossings which will act as speed ramps • Localised narrowing of the carriageway to 6.25m • Provision of a "School Zone" to highlight the presence of the schools, encourage drivers to slow down and make it easier for school children, teachers and parents to walk or cycle to school instead of driving. • Retainment of the existing periodic speed limit at the schools of 30km/hr The priority junctions along the scheme have been designed in line with design standards and national guidance. The proposed junction treatments include the provision of bevelled (entrance) kerbs, which promotes pedestrian and cyclist priority across side roads and help create a safer and continuous route for active travel users. The use of appropriate kerbs will be further reviewed at the detail design stage.

No.	Name	Comment	Response.
		A clear junction priority should be marked through the raised kerb and lane colour, with pedestrians and cyclists given right-of way across these junctions. National standards provided for this junction design and priority except in junctions with N and R roads. **Title: One Way System** The Junction between Straffan Road and the Celbridge Road is a very complex pinch point with cars, buses, Trucks meeting students and parents going to the schools as pedestrians and cyclists. Increasing Active and Sustainable transport is a national goal and consistent with our climate action and Maynooth decarbonising zone objectives. As is well known there have been accidents and near misses involving school students. Vehicular traffic now has many alternatives with the imminent opening of the MERR and the connector between Mullen Park Road and Griffin Rath Road. By making the portion of the Celbridge Road from the Straffan Road to Rockfield Avenue or beyond one-way bringing traffic out of town Straffan Road congestion would be reduced while significantly increasing the safety of this very busy section for school children, pedestrians, cyclists and vulnerable road users. Bus routes could reroute via Griffin Rath Road to the Straffan Road. Time phasing of this with the MERR may be required. The MERR was scheduled for completion mid 2027 when construction started but there is not a clear update on this available. However, this investment in the upgrade of the Celbridge Road is a very large once-off investment, and	Under this Part 8, a one-way system is not proposed for this section of Celbridge Road, Maynooth. This proposal will be considered as part of future transport improvements in Maynooth.

No.	Name	Comment	Response.
		the money should be well spent integrated with the large investment in the MERR. **Title: School Street Shared Space on Laurence Avenue** There is a clear opportunity to resolve the severe pinch point at the junction of the Straffan Road and Celbridge Road by creating a shared space school zone on the adjacent Laurence Avenue. A significant amount of pedestrian and bike traffic would divert to this safer space, resolving a lot of congestion at a low cost. An improved entrance to Laurence Avenue adjacent to Gaelscoil Uí Fhiaich would be required with clear lines of vision and good junction design to make this a workable solution for the pedestrian and bike traffic. This would make a very cost-effective addition to this scheme. **Title: Summary** The road safety issues on the Celbridge Road Maynooth, between the Straffan Road and Maynooth Educate Together and Gaelscoil Uí Fhiaich. This is of particular concern for the primary school students making their way to and from the two schools on a daily basis in a very heavy traffic area. Accidents and near-misses have been recorded, and our move to increased active and sustainable transport is significantly impacted by the genuine fears of parents and the school principals about road safety in the area. This investment is very welcome and most elements of the design proposed are very positive. The recently completed upgrade to Mill Street Maynooth	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and residential street at Laurence Avenue was an option included in this analysis but was not determined as the preferred option. The provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment. The support for this active travel scheme is welcome and other points in the submission are noted.

No.	Name	Comment	Response.
		is very positive and has been completed to a very high standard. The progress on the MERR is also very positive together with the opening of the relief road through Griffin Rath and Mullin Park, both providing very positive alternatives for all vehicular traffic. This upgrade for the Celbridge Road provides an important and significant once-off investment in the improvement of this road, bringing it to modern standards for active and sustainable urban transport. It is important that we work together to optimise this design to make this investment value for money for our community and taxpayers. The four observations above have been developed with the Maynooth local group of the Kildare Green Party, and in consultation with the Maynooth Cycling Campaign with the aim of optimising this investment.	
73.	Noilin OHora	Dear Sir / Madam, I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans. I write to express my objections to the scheme as currently designed. Key Concerns 1. Loss of Railpark's Green Buffer & Road Moved Closer to Homes The proposal removes the grass strip and mature trees on the Railpark side and shifts the Celbridge Road	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme.

No.	Name	Comment	Response.
		significantly closer to houses. This will increase noise, air pollution, carbon emissions, and flood risk, and reduce privacy. Meanwhile, the hedge on Laurence's Avenue is described as "protected," yet no statutory basis has been provided. Railpark should not bear the environmental cost of preserving vegetation on the opposite side.	In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets (DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		2. Railpark Used as a Through-Route ("Quiet Street") The plan designates Railpark's internal road as a Quiet Street, routing cyclists — and inevitably vehicles — through a residential estate. This will increase traffic, speeding, safety risks for children, and rat-running. The widening of the path between houses 70 and 71 to 4 metres creates a transport corridor through the estate. Railpark was never designed to function as a public through-route.	A shared street is proposed within a section of Rail Park and will be used by both cyclists and vehicular traffic. Given the low traffic volumes on this section of road, a shared street is deemed suitable for all users and in line with design standards and national guidance. This shared street provides a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.
		3. Closure of Through-Traffic on Laurence's Avenue Will Increase Celbridge Road Traffic The scheme proposes closing Laurence's Avenue to through-traffic. This will: Push more vehicles onto the Celbridge Road Increase congestion at peak times	This project forms part of the National Transport Authority Greater Dublin Area Cycle Network Plan and aligns with national, regional and local policy to develop sustainable transport alternatives. There is currently no existing cycle infrastructure along this section of road which means less confident cyclists such as children and people returning to cycling may not feel comfortable cycling on the road and therefore, choose not to cycle. This project would provide

No.	Name	Comment	Response.
		Intensify school-run traffic Increase pressure on Railpark's entrance and internal roads Closing Laurence's Avenue while simultaneously routing cyclists and pedestrians through Railpark creates an unbalanced traffic system that places additional strain on Railpark and the Celbridge Road.	safe and protected infrastructure for those people who want to cycle but currently do not feel safe to do so. In relation to increased traffic congestion, this project forms part of the solution to reduce the number of vehicles on this section of road by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department. In relation to the concern re increased traffic volumes in Rail Park, this project forms part of the solution to reduce the number of vehicles in this area by providing an alternative safe mode of travel. Any changes in traffic volumes in Rail Park will be reviewed, as required, post implementation of the active travel scheme.
		4. School Traffic & New Housing Estates Two large schools on the Celbridge Road — Gaelscoil Uí Fhiaich (~450–500 pupils) and Maynooth ETNS (~500–550 pupils) — generate severe congestion twice daily. With multiple new housing estates being built between Railpark and the new Ring Road, local traffic will increase further. We welcome education, but school attendance should not come at the cost of Railpark residents' safety and environment.	It should be noted that the sole objective of this scheme is not just to facilitate kids and parents travelling to/from the schools. The scheme will connect into the existing active travel facilities on Straffan Road, Maynooth and the proposed active travel facilities on the Maynooth Eastern Ring Road. This scheme forms part of the planned active travel network in Maynooth.
		5. Maynooth/Celbridge Road Cycling – Key Issues	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed

No.	Name	Comment	Response.
		Cycle lanes in the plans are too narrow. A better solution is to convert Laurence's Avenue into a Quiet/School Street, removing vulnerable pedestrians and cyclists from road traffic and pollution.	using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and residential street at Laurence Avenue was an option included in this analysis but was not determined as the preferred option. The provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment. The proposed footpath and cycle track widths are within design guidance and national standards. Due to the constrained environment, the typical existing cross section does not allow for the provision of widened footpaths (beyond typically 2m in width) along with uni-directional cycle tracks on both sides of the road. Similarly with the typical cross section, there is insufficient space for a verge/planting strip. Land acquisition is required at a number of properties to allow for the (above) provision of active travel facilities along Celbridge Road.
		Requested Modifications Suggestion 1 – Remove Railpark from Quiet Street Plan Railpark should not be used as a through-route for cyclists or vehicles.	See response above.
		Suggestion 2 – Use Laurence's Avenue as the	See response above.

No.	Name	Comment	Response.
		Quiet/School Street Instead A safer, fairer alternative that avoids routing traffic through Railpark and aligns with planned cycle facilities. Suggestion 3 – Retain a Planted Verge on the Railpark Side If realignment proceeds, a meaningful planted buffer must be retained to reduce noise, pollution, and flooding risk. Thank you for considering my submission. Please keep me informed of any updates regarding the final decision on this Part 8 scheme.	See response above.
74.	Maynooth Cycling Campaign	Executive Summary Maynooth Cycling Campaign welcomes the Celbridge Road Active Travel Scheme, which will bring real benefits in safety, convenience, and a more pleasant environment for residents, school commuters, and local travellers alike. The proposals in this submission build on those foundations, to integrate the scheme more tightly with the town's changing traffic patterns, in particular, the orbital routes now under construction. In summary, we recommend: ● Include the missing section for pedestrians and cyclists between the Rail Park and the Straffan Road ● Provide a safety buffer between cyclists and motor traffic where space allows ● Reduce traffic lane widths to the TII minimum in order to lower speeds ● Design minor junctions with entrance kerbs that reinforce the priority of pedestrians and cyclists ● Minimise the use of shared space ● Quantify and communicate the benefits of the active	The support for this active travel scheme is welcome. See responses to points raised below.

No.	Name	Comment	Response.
		traffic scheme to the people of Maynooth. 1.0 Introduction Today, the Celbridge Road deters active travel. Parents worry about their children cycling or walking to school here because the path is narrow and cars are too close. Instead, children are driven, increasing traffic in the town. The Irish Design Manual for Urban Roads and Streets (DMURS) addresses these concerns by prioritising road users, beginning with pedestrians and then cyclists. Although the Celbridge Road upgrade is very welcome, we have reservations that the design doesn't establish that clear hierarchy for active travel, and the quality of the planned infrastructure is not convincing enough to shift people from driving to walking or cycling. Without addressing these matters, another generation of children will miss the freedom and independence of walking and cycling to school in safety. We would also urge the Council to reconsider the section between the Rail Park and the Straffan Road, which the scheme as it stands omits. A travel route is only as good as its weakest point, and this gap will limit overall usage. With no land take needed, a Section 38 order would cover this, and we urge the Council to develop that option. 2.0 Cycle Lanes & Forgiving Design A key principle of road safety is that designs should be forgiving: a mistake should not result in death or serious	The extension of the proposed active travel facilities up to the Straffan Road junction was not feasible due to existing cross-sectional constraints associated with the adjoining property boundaries on both sides of the carriageway. As such, alternative routes were provided through Rail Park and Maynooth Park/Laurence Avenue. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Celbridge Road/Straffan Road junction. The scheme fully segregates cyclists from vehicles with a 125mm full height kerb.

No.	Name	Comment	Response.
		injury. The proposed design offers light segregation to cyclists through a 50-75 mm high kerb. This lessens vehicular collision risk, but not as much as full segregation, and is not forgiving for young and less experienced cyclists, as it places them beside motor traffic with no buffer. With road safety as a stated priority, this should be reflected in the final design: a buffer to protect vulnerable road users. We recognise the space constraints, but for a significant part of the scheme, this could be achieved through one of the two options described in the following sections. Option A - Provide a buffer by making Celbridge Road one-way outbound for motorised traffic and reallocate the road space to cycling and walking. Reducing motor traffic to one lane outbound towards Celbridge would free up road space for wider cycle lanes and allow the inclusion of a safety buffer. It would also give more green time to cars at the traffic lights on the R406 Straffan Road, as traffic would no longer come from the Celbridge Road. This would improve traffic flow throughout the town. Diverting motorised traffic away from active travel routes by separating the modes is a principle of the well-proven Dutch Sustainable Safety approach: direct routes for active travel, and longer, indirect routes for motorised traffic. Given the substantial public investment in the town's ring roads, maximising their use makes sense. The new Griffin Rath /Mullen Park road is wider and built to a higher design standard than the Celbridge Road. The new	Additional buffers were not considered viable due to various physical constraints including restricted cross-sectional widths, site boundaries, green areas and property impacts. Under this Part 8, a one-way system is not proposed for this section of Celbridge Road, Maynooth. This proposal will be considered as part of future transport improvements in Maynooth.

No.	Name	Comment	Response.
		section of the Eastern Ring Road (MERR) between the Celbridge and Dublin roads is now being built, with further sections to follow, and will serve through-traffic well. Option B - Remove the southern cycle lane on the Celbridge Road and convert the appropriate sections of Laurence's Avenue and Rail Park to School Streets for walking and cycling. What are School Streets? School Streets are designated zones outside schools where vehicular access is restricted to certain times of day (typically during drop-off and pickup times), creating safer, healthier spaces for children and the wider community. —NTA: School Streets Guidance – 2025 Safe Routes to School In many places, people commonly cycle on service roads such as Rail Park and Laurence Avenue. With light traffic volumes, no dedicated cycle facilities or buffers are needed, as the risk to active travellers is low. When schools are built on major traffic roads, implementing a School Street is difficult. However, adding a permeability filter would change the de facto function of Laurence Avenue from a through route to a local road, allowing School Streets to be introduced with the ensuing improvement in road safety. Removing the southern cycle lane on Celbridge Road would free additional space for active travel on the north side and allow the design to be forgiving. Laurence Avenue is the obvious choice for a School Street: it runs almost 435m from the Straffan Road to Gaelscoil Uí Fhiaich. Note: Maynooth Educate Together NS is enrolled in the NTA's Safe Routes to School (SRTS) programme that has	School Streets on the referenced residential streets were not deemed suitable for a number of reasons, most notably the likely impacts to the residents of these estates. A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). A number of options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the Laurence Avenue and Rail Park as shared streets were options included in this analysis but was not determined as the preferred option. The proposal/provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.

No.	Name	Comment	Response.
		been instrumental in pioneering School Streets in Ireland and should be included in these discussions. There may even be additional funding available. Recommendation 1 : Our first preference would be for Option A but Option B would also be acceptable. 3.0 Width of Proposed Traffic Lane The proposed traffic lanes are 3.15m each (6.3m for two lanes)—0.3m wider than the TII standard for a regional road. Wider lanes are associated with higher traffic speeds and a greater risk of injury. Nationwide, road deaths are rising. In the first half of 2026, eight more people died on Irish roads than in the same period in 2025, bringing the total to 85 deaths. According to the RSA (2026), almost half of those killed were vulnerable road users, including those on foot, bicycles, motorcycles, and e-scooters. Minimising lane width is a straightforward way to reduce speed and protect vulnerable road users on the Celbridge Road. Recommendation 2 : Reduce the risk of a fatality or serious injury by reducing the road width to the minimum permitted under TII standards. 4.0 Minor Junctions In the Netherlands and elsewhere, where a footpath and cycle track on a major road cross a minor road, both continue across the junction, maintaining priority for pedestrians and cyclists. The NTA's Typical Construction Details (TCD-1100 series) specify this continuous-crossing treatment at minor	Celbridge Road is a bus priority route and following consultation with the National Transport Authority a carriageway width of 6.25m for such a route was deemed appropriate. The provision of 6.25m traffic lanes allows the accommodation of safe and efficient movement of buses along Celbridge Road, including school bus services serving the adjacent schools. Traffic calming measures are incorporated throughout the scheme, with raised crossings provided at key locations to reduce vehicular speeds while enhancing pedestrian and cyclist accessibility and safety. Minor junctions have been designed in accordance with the requirements of the NTA Cycle Design Manual. The proposed junction treatments include the provision of bevelled (entrance) kerbs, which promotes pedestrian and cyclist priority across side roads and help create a safer and continuous route for active travel users. The use of appropriate kerbs will be further reviewed at the detail design stage.

No.	Name	Comment	Response.
		junctions in Ireland. A key part of the design is the use of special raised entrance kerbs - inritbanden in Dutch. Their steep rise forces motorists to slow down and emphasises that pedestrians and cyclists have priority over turning traffic. This has the further benefit of slowing traffic entering residential areas, where children might be at play. Until recently these kerbs were not manufactured in Ireland, but Irish suppliers have begun to offer them in 2025, and county councils such as Dublin City Council have started to use them. On the Celbridge Road, however, entrances such as those to Rail Park, Lawrence Avenue, Maynooth Educate Together and Gaelscoil Uí Fhiaich are shown with what appears to be a raised table. Unlike an entrance kerb, a standard raised table does not assign priority to active travellers. With raised tables limiting space for pedestrians and cyclists by the use of quadrant shaped kerbing, priority is allocated to drivers. Recommendation 3 : Junctions with lesser roads should be designed with entrance kerbs on the basis of priority to continuing traffic (including pedestrians and cyclists) on the major road. 5.0 Disabled & Vulnerable Road Users Older adults and vulnerable residents need space that is genuinely free of fast-moving vehicles including bicycles. High volumes of rapid traffic leave many feeling imprisoned in their own homes; reducing traffic and creating wider, protected public space would let wheelchair and mobility scooter users move through our community with real safety and confidence. That consideration, however, must not be conflated with the needs of cyclists. Too often "shared space" is offered	The scheme has sought to provide segregated pedestrian and cycle facilities where feasible. However, at a limited number of locations, existing physical constraints, including restricted cross-sectional widths, site boundaries, green areas, property impacts, and tie-in requirements, prevent the provision of fully segregated facilities. Shared use areas are therefore proposed where alternative solutions were not considered practical. These locations are limited in extent and are necessary to maintain continuity of the active travel network.

No.	Name	Comment	Response.
		as the answer to both at once, and it serves neither well. As the Cycle Design Manual notes, shared space primarily benefits motor traffic at the expense of pedestrians and cyclists. Where vulnerable pedestrians are then mixed with cyclists travelling at 16–20 km/h on paths too narrow to share, the space that was meant to protect them becomes something they feel endangered by. We see this already on the Celbridge Road: adult cyclists ride on the footpath because they feel unsafe on the road. It is illegal, and it endangers pedestrians—but it shows what happens when one group's need for safety is met by displacing the risk onto another. That should not be necessary. New modes such as scooters, e-scooters and e-bikes will only deepen the problem. Folding every fast mode into "shared space" multiplies these conflicts and pushes them onto the people least able to get out of the way. Recommendation 4 : Shared space must be the designer's last choice, not the first. Vulnerable users need protected, low-speed space of their own, and not space shared with faster traffic of any kind including bicycles. In urban areas, cyclists and other "wheelers" need protected medium-speed space of their own and not shared with faster or slower traffic.	Appropriate signage and road markings will be proposed to increase user awareness and encourage cyclists to exercise caution when travelling through these sections.
		5.0 Health and Economic Assessment Tool (H.E.A.T.) H.E.A.T. is a spreadsheet developed by the World Health Organisation to assess the economic impact of different active travel schemes. It was also designed as a counterbalance to the Economic Impact Assessment (EIA) of road projects which invariably found that the project should proceed. It is used as a management tool to measure the success	The scheme has been developed in accordance with the requirements of the NTA Project Approval Guidelines (PAG), including the relevant appraisal, assessment and reporting processes applicable to the project stage. As the scheme progresses, KCC will continue to assess opportunities to monitor and evaluate scheme performance through appropriate methodologies and available datasets. Any future monitoring and reporting measures will be considered in line with project objectives and funding requirements.

No.	Name	Comment	Response.
		of schemes. The outcome from H.E.A.T. can include quantifying the reduction in tonnage of carbon emissions and cost implications, the financial benefits of improved health and the number of premature deaths prevented. It can also be used to measure the ambition of schemes. It is used in the United Kingdom, Italy, Finland, France, Germany and more than 70 other countries. Recommendation 5 : Measuring and reporting on the success or otherwise of a scheme is an essential element in managing how a population decides to travel. Kildare County Council must apply H.E.A.T. to the Celbridge Road Active Travel Scheme in order to quantify and communicate the benefits of the scheme to the general public. 6.0 Conclusion These proposals share a single aim: to make active travel the easy choice for families in Maynooth. We recognise some children will always need to be driven to school, and that option remains, even with a one-way system and safer walking and cycling infrastructure. Indeed, as more families choose to cycle or walk, more road space and parking is freed up for those who must drive. The benefits of safe, active travel infrastructure are well-evidenced. The NTA's Walking and Cycling Index 2025 found that walking, wheeling and cycling deliver almost €3 billion in economic benefit each year across Ireland's five largest metropolitan areas, take up to 660,000 cars off the road each day, and in Dublin alone save the health service some €64.5 million and prevent 784 early deaths a year. Safer streets, less congestion, easier school runs, healthier children, and lower transport costs are not aspirations but measured outcomes. We all benefit.	

No.	Name	Comment	Response.
		The Celbridge Road scheme is a welcome and important step. With the improvements set out in this submission, it can secure those benefits for a generation of Maynooth families to come. **KCC Note:** Review submission as it includes referenced images	
75.	Michelle Maguire	We welcome and support the proposed Celbridge Road Active Travel Scheme and the long-awaited upgrades to the R405. The development represents a positive investment in the area's transport infrastructure and will enhance safety and accessibility for pedestrians, cyclists and motorists. However, we would like to raise the following points for consideration: 1. Hedgerow and Tree Maintenance Existing trees, hedgerows and vegetation should be cut back and maintained regularly throughout the year. Leaves, branches and other debris should be removed promptly by Kildare County Council to minimise slip, trip and accident hazards. Particular consideration should be given to the needs of residents with visual impairments. 2. Speed Signage Clear and highly visible speed limit signage should be installed on approaches to schools in both directions. Ongoing maintenance should ensure that all signage remains visible and effective at all times. 3. Surface Water Management and Drainage The scheme should incorporate robust drainage and surface water management measures to minimise the risk of flooding and water accumulation on roads, footpaths	The support for this active travel scheme is welcome. The maintenance issues outlined will be raised with the relevant council department. Noted. The details suggested will be considered during the detailed design stage of the Project. Drainage will be a combination of Sustainable Drainage Systems (SuDS) which will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed

No.	Name	Comment	Response.
		and cycle lanes.	works and use of the existing surface water drainage system i.e. via existing gullies.
		4. Connectivity with the Maynooth Eastern Ring Road The proposed connection to the Maynooth Eastern Ring Road is welcomed. This link should be designed to provide safe and seamless onward connectivity for pedestrians, cyclists and motorists.	Noted.
		5. Rockfield Estate Entrance The road design should incorporate appropriate safety measures at the entrance to Rockfield Estate. Consideration should be given to the installation of a yellow box junction on both sides of the road to facilitate safe access and egress. In addition, any works in this area should ensure adequate sightlines for pedestrians, cyclists and motorists.	Noted. The details suggested will be considered during the detailed design stage of the Project.
		6. Public Lighting The proposed lighting upgrades are strongly welcomed. Currently, some sections of the route are perceived as poorly lit, discouraging use and creating safety concerns. Improved lighting will enhance both safety and accessibility.	Noted.
		7. Loss of Green Space While local residents broadly welcome this long-awaited improvement project, the loss of the green area in front of Rail Park on the R405 is a concern. Consideration should be given to providing a suitable replacement or alternative green space to compensate for this loss.	As a result of this consultation process, KCC intend to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. The details of planting of hedging and trees in this green area will be considered during the detailed design of the scheme. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m. In accordance with the Design Manual for Urban Roads and Streets

No.	Name	Comment	Response.
			(DMURS), carriageway widths for local residential streets are typically recommended to be in the range of 5.0 to 5.5m. In determining the width of this street, consideration has been given to use of on street parking and the configuration of the existing driveways for vehicles driving or reversing into or out of their properties. A drawing showing the revised layout and an updated Photomontage for this area is included within Appendix F.
		8. Safe Integration with Existing and Planned Routes The scheme should ensure safe and effective connections with existing and future footpaths and cycle paths, creating a continuous and accessible active travel network throughout the area. Overall, we support the proposed Celbridge Road Active Travel Scheme and believe it will deliver significant benefits to the local community. We ask that the above considerations be taken into account to maximise safety, accessibility and long-term sustainability for all users.	Noted.
76.	Julie Halpin	Dear Active Travel Department, Kildare County Council, We are writing to express our strong support for the proposed Celbridge Road Active Travel Scheme. As local residents, and parents of a child attending Gaelscoil Ui Fhiaich, we welcome this long-overdue infrastructure investment. The current layout of Celbridge Road poses severe safety risks, and this scheme is vital for protecting vulnerable road users, including children. We particularly support the development for the following planning and safety reasons: Urgent Need for Child and School Safety: Celbridge Road serves major local schools, including Gaelscoil Uí Fhiaich	The strong support for this active travel scheme and points outlined below are welcome.

No.	Name	Comment	Response.
		and Maynooth Educate Together National School. Hundreds of children use this route daily. The current narrow pathways force children into dangerous proximity with heavy traffic, including buses and commuter vehicles. Segregation of Vulnerable Road Users: The provision of high-quality, segregated cyclist and pedestrian facilities is essential. Separating children and walking families from the main carriageway will eliminate the immediate danger of narrow paths and potential of large vehicles, such as buses, hitting pedestrians. School Zone Infrastructure: We welcome the proposed "School Zone" road markings, alongside existing pencil bollards at the school entrances. These physical interventions are crucial to calm traffic. Safe Crossings: The installation of new controlled toucan crossings will ensure children can cross this busy road safely without having to navigate fast-moving traffic. This scheme aligns with national climate action targets and local spatial planning by allowing parents and children to safely choose walking or cycling over private car journeys. Without these proposed changes, it is only a matter of time until a child is seriously injured, or killed, on the Celbridge Road. We say this without exaggeration given our frequent witnessing of near misses on the way to school. We urge Kildare County Council to progress this Part 8 proposal to construction without delay.	
77.	Martin Maguire	We welcome and support the proposed Celbridge Road Active Travel Scheme and the long-awaited upgrades to	Same response as per submission no. 75. Submission is the same.

No.	Name	Comment	Response.
		the R405. The development represents a positive investment in the area's transport infrastructure and will enhance safety and accessibility for pedestrians, cyclists and motorists. However, we would like to raise the following points for consideration: 1. Hedgerow and Tree Maintenance Existing trees, hedgerows and vegetation should be cut back and maintained regularly throughout the year. Leaves, branches and other debris should be removed promptly by Kildare County Council to minimise slip, trip and accident hazards. Particular consideration should be given to the needs of residents with visual impairments. 2. Speed Signage Clear and highly visible speed limit signage should be installed on approaches to schools in both directions. Ongoing maintenance should ensure that all signage remains visible and effective at all times. 3. Surface Water Management and Drainage The scheme should incorporate robust drainage and surface water management measures to minimise the risk of flooding and water accumulation on roads, footpaths and cycle lanes. 4. Connectivity with the Maynooth Eastern Ring Road The proposed connection to the Maynooth Eastern Ring Road is welcomed. This link should be designed to provide safe and seamless onward connectivity for pedestrians, cyclists and motorists. 5. Rockfield Estate Entrance The road design should incorporate appropriate safety	

No.	Name	Comment	Response.
		measures at the entrance to Rockfield Estate. Consideration should be given to the installation of a yellow box junction on both sides of the road to facilitate safe access and egress. In addition, any works in this area should ensure adequate sightlines for pedestrians, cyclists and motorists. 6. Public Lighting The proposed lighting upgrades are strongly welcomed. Currently, some sections of the route are perceived as poorly lit, discouraging use and creating safety concerns. Improved lighting will enhance both safety and accessibility. 7. Loss of Green Space While local residents broadly welcome this long-awaited improvement project, the loss of the green area in front of Rail Park on the R405 is a concern. Consideration should be given to providing a suitable replacement or alternative green space to compensate for this loss. 8. Safe Integration with Existing and Planned Routes The scheme should ensure safe and effective connections with existing and future footpaths and cycle paths, creating a continuous and accessible active travel network throughout the area. Overall, we support the proposed Celbridge Road Active Travel Scheme and believe it will deliver significant benefits to the local community. We ask that the above considerations be taken into account to maximise safety, accessibility and long-term sustainability for all users.	
78.	Phyllis Stewart	We welcome and support the proposed Celbridge Road Active Travel Scheme and the long-awaited upgrades to the R405. The development represents a positive investment in the area's transport infrastructure and will	Same response as per submission no. 75. Submission is the same.

No.	Name	Comment	Response.
		enhance safety and accessibility for pedestrians, cyclists and motorists. However, we would like to raise the following points for consideration: 1. Hedgerow and Tree Maintenance Existing trees, hedgerows and vegetation should be cut back and maintained regularly throughout the year. Leaves, branches and other debris should be removed promptly by Kildare County Council to minimise slip, trip and accident hazards. Particular consideration should be given to the needs of residents with visual impairments. 2. Speed Signage Clear and highly visible speed limit signage should be installed on approaches to schools in both directions. Ongoing maintenance should ensure that all signage remains visible and effective at all times. 3. Surface Water Management and Drainage The scheme should incorporate robust drainage and surface water management measures to minimise the risk of flooding and water accumulation on roads, footpaths and cycle lanes. 4. Connectivity with the Maynooth Eastern Ring Road The proposed connection to the Maynooth Eastern Ring Road is welcomed. This link should be designed to provide safe and seamless onward connectivity for pedestrians, cyclists and motorists. 5. Rockfield Estate Entrance The road design should incorporate appropriate safety measures at the entrance to Rockfield Estate. Consideration should be given to the installation of a	

No.	Name	Comment	Response.
		yellow box junction on both sides of the road to facilitate safe access and egress. In addition, any works in this area should ensure adequate sightlines for pedestrians, cyclists and motorists. 6. Public Lighting The proposed lighting upgrades are strongly welcomed. Currently, some sections of the route are perceived as poorly lit, discouraging use and creating safety concerns. Improved lighting will enhance both safety and accessibility. 7. Loss of Green Space While local residents broadly welcome this long-awaited improvement project, the loss of the green area in front of Rail Park on the R405 is a concern. Consideration should be given to providing a suitable replacement or alternative green space to compensate for this loss. 8. Safe Integration with Existing and Planned Routes The scheme should ensure safe and effective connections with existing and future footpaths and cycle paths, creating a continuous and accessible active travel network throughout the area. Overall, we support the proposed Celbridge Road Active Travel Scheme and believe it will deliver significant benefits to the local community. We ask that the above considerations be taken into account to maximise safety, accessibility and long-term sustainability for all users.	
79.	Cllr Tim Durkan	Submission included under the Elected Members section of this report.	Response included under the Elected Members section of this report.
80.	An Taisce - The National Trust for Ireland	Submission included under the Prescribed Bodies & Third Parties section of this report.	Response included under the Prescribed Bodies & Prescribed Third Parties section of this report.

No.	Name	Comment	Response.
81.	James Kelly	I live in Celbridge and regularly cycle to Maynooth so welcome any road safety improvements for cyclists between the two towns. In the future, I hope active travel infrastructure will be extended further east along the R405. This is an important primary route between the two towns and one that can benefit both economies. The greenway along the canal is not a safe option for families living in Celbridge to cycle to Maynooth with young children as you have to cross the busy Celbridge interchange over the M4 to get to the canal. The R405 is currently a hazard for cyclists with road gullies dangerously lower than the road surface and causing many a cyclist fall over the years. More active travel infrastructure - more safe crossing points - more traffic calming Good luck with delivering this high quality scheme and please progress the next section east towards Celbridge!	The support for this active travel scheme is welcome. The continuation of active travel facilities to Celbridge is outside the scope of this scheme but may be considered as part of future schemes in the area.
82.	Mike Ahern	Comments, observations and recommended solutions are in the uploaded submission document Introduction to Submission We acknowledge the work that has been undertaken to produce this proposal and welcome the opportunity to submit three concerns and provide potential solutions. As residents of Rockfield Manor we wish to state that we support safer walking, wheeling, motoring and cycling infrastructure along the Celbridge Road for all users of all abilities. Section 1. We are, however, particularly concerned about the disproportionate impact the Active Travel Scheme will have on the visual amenity of Rockfield Estate arising from the proposed removal of the mature	The scheme has been designed and optimised to allow for the conservation of as much hedgerow and trees as possible. However due to the constrained environment and in order to facilitate the scheme, there is an impact on some green areas

No.	Name	Comment	Response.
		trees and grassed verge along the Celbridge Road frontage.	and trees. The trees that require removal will be replaced elsewhere resulting in a net gain of trees for the scheme. KCC will work with representatives from the residential estates to determine optimum locations for replanting, types of trees, etc to compensate for the loss of trees.
		Section 2. In addition, the reference to the pedestrian access in Rockfield Manor as a permeability link and the consequent implications of such a designation needs to be corrected in the document.	This permeability or pedestrian access link is existing and no changes to this link are proposed under this Part 8.
		Section 3. We are concerned that the proposal will create a number of conflicts for vehicular access and egress at Rockfield Estate 1.1. Existing Visual Amenity of Mature Trees and Grassed Verge These mature trees on the Rockfield side of the Celbridge road form a distinctive gateway to Rockfield Estate, providing seasonal blossom, mature canopy, autumn colour and strong landscape character. They contribute to neighbourhood identity and create an attractive entrance that softens the road environment. 1.2. Importance of Mature Trees Irish and UK landscape guidance recognises mature trees as important components of landscape character, wellbeing, biodiversity, shade and placemaking. Mature avenues provide a level of visual amenity that cannot be replicated immediately through replacement planting. 1.3. Impact of Removal Although compensatory planting is proposed, replacement trees will require many years to achieve comparable canopy cover and landscape presence. Residents are therefore likely to experience a prolonged reduction in	The priority junction to the estate has been designed in line with design standards and national guidance.

No.	Name	Comment	Response.
		visual quality, enclosure, seasonal interest, privacy and noise reduction. 1.4. Recommendation To provide meaningful local mitigation, Kildare County Council must plant three additional semi-mature Lime trees (18–25 cm girth minimum) within the public green at Rockfield Manor beside the existing group of five Lime trees. This would reinforce Maynooth's historic association with Lime avenues, improve biodiversity and help somewhat to restore landscape quality. 1.5. Conclusion The Active Travel Scheme offers transport benefits but should also protect the character of established residential areas. Additional Lime tree planting would represent a proportionate and locally appropriate enhancement to compensate, in part, for the loss of the mature trees. 2.1 Existing Pedestrian Access between Rockfield Manor and Celbridge Road The Part 8 drawings refer to retaining the existing permeability link in Rockfield Manor. The drawings also distinguish clearly between places intended for pedestrians and cyclists and places intended for pedestrian access only. For example, elsewhere in the drawing set the proposals expressly state: • “pedestrians and cyclists only” where filtered permeability is proposed; • “dedicated pedestrian and cyclist entrance” at Gaelscoil Uí Fhiaich; and • “pedestrian access from Laurence Avenue to be retained” where the intention is pedestrian access. These distinctions are important. They demonstrate that	KCC will work with representatives from the residential estates to determine optimum locations for replanting, types of trees, etc to compensate for the loss of trees. This permeability or pedestrian access link is existing and no changes to this link are proposed under this Part 8.

No.	Name	Comment	Response.
		the designers are capable of specifying the intended users of an access. By contrast, the Rockfield Manor pedestrian access is labelled only as an "existing permeability link to be retained." That wording is ambiguous. It does not state clearly that this route is for pedestrian use only. Given the proximity of the pedestrian entrance to the proposed cycle lane, referring to the entrance as a permeability link could be interpreted by some cyclists and e-scooter users as formalising and authorising cycling through it. Over the last number of years it is noticeable that an increasing number of bicycles, including cargo bikes carrying children, are cycling on the footpaths in Rockfield Manor and using the pedestrian access to join the footpaths on the Celbridge Road. Our concern is that this reckless behaviour on behalf of some cyclists will increase once the cycle lanes open on the Celbridge Road. The access point provides pedestrian movement between Rockfield Manor and Celbridge Road. Its present character is that of a local residential pedestrian entrance rather than a strategic transport corridor. It serves residents walking between the estate and: • Celbridge Road; • nearby bus stops; • Greenfield Shopping Centre; • schools; • and the wider Maynooth pedestrian network. The existing use and physical character of the entrance are important. A path being capable of being walked through does not, by itself, make it a shared pedestrian and cycle facility. Likewise, the general planning concept	

No.	Name	Comment	Response.
		of “permeability” does not establish that every pedestrian connection is suitable for cycling. Therefore, the plans’ use of the expression “existing permeability link” appears to be a description adopted for the current project. It should not be treated as proof that the access previously had a formal cycling function. Rockfield Estate has no dedicated internal cycle-track network to which this entrance would connect. By referring to the pedestrian access as a permeability link, this could be viewed as permitting or encouraging cycle movement through the pedestrian access and would direct cyclists into conventional residential roads and pedestrian areas without demonstrating a safe, coherent onward route. It would also introduce potential conflict with older people, children, disabled pedestrians, wheelchair and mobility-scooter users and other residents who currently use the entrance as a pedestrian route. 2.2 Recommendations Such ambiguity must be removed before the scheme proceeds and the access point correctly labelled as a pedestrian access point only. The drawings should also include an explanatory note confirming that: 1. The access is not part of the proposed cycle-track network. 2. Cyclists must not be directed through the entrance. 3. The entrance will not be widened or altered to facilitate cycling. 4. No cycle-route signs or markings will be installed at the access. 5. Its existing pedestrian character and accessibility will be maintained.	

No.	Name	Comment	Response.
		3.1 Vehicular Access and Egress at Rockfield Estate General Background One of the concerns we have as residents is the impact the scheme will have on our ability to access and egress our estate. Residents in Rockfield currently experience difficulty accessing and egressing on to the Celbridge road because of the build-up of traffic at school opening / closing times and at peak rush hour. Access to our estate is also blocked due to a build-up of traffic across the entrance by cars queuing to enter the schools and traffic backed up from the Straffan road junction due to the influx of cars into the town in the morning. The failure to provide bus bays exacerbates the situation and contributes to the congestion. The introduction of continuous paths and cycle lanes will compound this problem further. The upgrades to the junctions to bring them in-line with the current standards (i.e. DMURS and CDM) may result in a reduction in vehicle capacity of each of the junctions, due to the reduction in junction kerb radii and the provision of raised pedestrian and cyclist crossing. While these continuous footpaths are excellent for pedestrian and cyclist safety, they introduce specific mechanical and behavioural friction points that delay exiting traffic. Drivers must slow down to a near-stop to navigate the physical ramp without scraping their vehicle's undercarriage. Exiting vehicles lose the momentum needed to quickly accelerate into gaps in traffic (often the only way to actually leave the estate). Slow entry and exit manoeuvres can back up traffic onto main thoroughfares during peak hours.	The proposed upgrade to the residential estate junction is not expected to result in a reduction in vehicle capacity. In relation to junction design, the turning radii has been designed in accordance with design standards and national guidance and will be further reviewed as part of the detailed design. Sightlines at this junction have been reviewed in line with guidance and will be further reviewed as part of the detailed design. The potential for build-up of traffic across the entrance to the estate on the Celbridge Road will be reviewed and considered during the detailed design of the scheme.

No.	Name	Comment	Response.
		We need to be mindful of the fact that not everyone is physically capable of walking and cycling not everyone works or go to school locally and some residents are reliant on cars for their independence. Residents need their cars to go to work, attend medical appointments and will have commitments that are time sensitive. Equally elderly and disabled residents on this estate rely on home help visits, grocery deliveries, carers and door to door assistance. The difficulty residents have accessing and egressing the estate has been known for years yet the documentation does not provide any access or egress assessment or any mediation. Tight turning radii at entrances will force large vehicles like trucks, bin lorries, oil tankers and buses to swing wide and cross over the roadway midline. If the truck driver turns too tightly, their trailer could clip the side of your vehicle, potentially injuring either the driver or your passenger or in some cases creating severe head-on collision risks with motorists waiting to turn out of the estate. While DMURS encourages the use of junction tightening and reduced radii, it does recognise that there are scenarios where larger vehicles may struggle to traverse a junction without crossing the centre line. DMURS provides specific advice on this matter whereby junctions can be tightened while still allowing HGVs, buses etc. to safely traverse the junction. This includes: Increasing the carriageway width at junctions to provide additional manoeuvrability without signalling to drivers that the corner can be taken at greater speed; Vehicular stop lines can be set back at signalised	

No.	Name	Comment	Response.
		junctions to allow turning vehicles to cross the centre line of the intersecting street without conflicting with oncoming movements. It should be noted that neither of these options are available in this situation. The proposal does not provide a safety risk assessment of the impact of using tighter turning radii on motorists queuing to leave the estate. The part 8 report states that Rockfield Avenue is to use an NTA TL403 Standard Cycle Track Crossing Side Road with no setback, because of special constraints. This will result in motorists having to stop and wait before clearing the beech hedging which will severely restrict visibility between turning drivers, cyclists and pedestrians. It will also force drivers onto the raised platform just to see oncoming pedestrians on coming pedestrians, cyclists and traffic. 3.1.1. Introduction This submission addresses vehicular access to and egress from Rockfield Estate under three situations: 1. the existing junction at Rockfield Avenue/Celbridge Road; 2. the junction as proposed in the Part 8 plans; and 3. a revised arrangement in which: o the westbound cycle lane on the Laurence Avenue side of Celbridge Road, opposite the Rockfield Estate entrance, is redirected through Laurence Avenue; o the eastbound cycle lane in front of Rockfield Estate is retained; o and the proposed footpath, raised table and retained eastbound cycle track are moved centrally by approximately 2–3 metres beyond the hedgerow from	A multi-criteria analysis was carried out as part of Phase 2 (Feasibility & Options phase). The options were assessed using a multi criteria analysis which includes all criteria listed in the Transport Appraisal Framework for Transport Projects published by the Department of Transport. The use of the green area and street at Laurence Avenue was an option included in this analysis but was not determined as the preferred option. The provision of a uni-directional cycle tracks and footpaths on both sides of Celbridge Road was considered to offer more benefits over the other options in several criteria, including accessibility, safety, social, land use and local environment.

No.	Name	Comment	Response.
		their currently proposed position, potentially allowing a grassed verge to extend from the existing beech hedgerow. The Part 8 documents do not provide dimensioned before-and-after visibility splays at Rockfield Avenue. The conclusions below are therefore qualitative and should be confirmed through a measured road-safety and visibility assessment. 3.2. Existing vehicular access and sight lines Rockfield Avenue currently joins Celbridge Road as a conventional priority junction. A driver leaving the estate must observe: • pedestrians using the existing footpath; • vehicles approaching from Maynooth; • vehicles approaching from Celbridge; • vehicles turning into Rockfield Estate; • and any obstruction caused by the existing landscaping or nearby buses. 3.3. Part 8 proposal The proposal provides for: • a raised entry treatment; • a continuous footpath; • and cycle tracks crossing the Rockfield entrance. The Part 8 Report states that Rockfield Avenue is to use an NTA TL403 Standard Cycle Track Crossing Side Road with no setback, because of spatial constraints. Vehicles would negotiate a raised entry treatment and bevelled kerbs. The proposed arrangement adds formal cycle movements across the entrance. A driver leaving Rockfield Estate would have to: 1. check pedestrians on the raised platform;	The items outlined above in the response will be further reviewed as part of the detailed design.

No.	Name	Comment	Response.
		2. check eastbound cyclists on the raised platform; 3. move across the raised crossing; 4. reassess Celbridge Road traffic; 5. and complete the turn. This creates a more demanding observation task than under the existing arrangement. Because the cycle crossing is proposed with no setback, the drawings do not clearly show enough space for a full vehicle to wait between the cycle track and Celbridge Road. A driver may therefore need to stop twice or pause partly across a cycle track while waiting for a gap. 3.4. Recommendations 3.4.1 Recommendation 1: Westbound cycle route diverted through Laurence Avenue, eastbound cycle lane retained Under the revised option: • reroute the westbound cycle lane on the Laurence Avenue side of Celbridge Road to turn into and continue through Laurence Avenue. This space would then be reallocated to the eastbound side of the Celbridge road. • the eastbound cycle lane in front of Rockfield Estate would remain. Laurence Avenue already forms part of the proposed active-travel network, with shared or mixed cycling arrangements and filtered permeability. 3.4.2 Recommendation 2: Central relocation of the footpath, raised table and retained eastbound cycle track In addition to the recommendation about the rerouting of the westbound cycle travel this revised arrangement also assumes that the proposed footpath, raised table and retained eastbound cycle track in front of Rockfield Estate would be moved centrally by approximately 2–3 metres beyond the beech hedging.	See responses above.

No.	Name	Comment	Response.
		This could create a grassed verge between the revised active-travel alignment and the existing beech hedgerow. 3.4.2.A Potential sight-line benefits A central shift will improve the junction layout by: • creating greater separation between the hedge and the active-travel route; • reducing hedge encroachment into the pedestrian and cycle space; • improving visibility between drivers, pedestrians and eastbound cyclists; • creating more flexibility in the placement of signs, lighting and tactile paving; • improving options for the later design of the bus stops • and opening the approach to the Rockfield junction. The additional grass verge could help create a clearer and more legible frontage. If the active-travel route is moved centrally toward the carriageway, the stopping position for drivers leaving Rockfield will move relative to the hedge and main road. This could improve visibility if it: • allows drivers to approach a clearer observation point; • removes visual clutter beside the junction; • and provides a defined waiting area beyond the hedge line. The raised table could continue to give pedestrians and the retained eastbound cycle lane priority over turning vehicles. This would preserve: • pedestrian continuity;	

No.	Name	Comment	Response.
		• lower turning speeds; • and safe eastbound cycling provision. It would: • retain eastbound cycling provision along the Rockfield frontage; • route westbound cyclists through Laurence Avenue; • preserve pedestrian priority through the raised table; • and reduce crossing conflicts at Rockfield Avenue. This is a compromise rather than a complete removal of cycle infrastructure. An alternative approach would be to remove the beech hedging altogether and replace it with a low-level stone wall which would not obstruct or impede sightlines. In an effort to ease the traffic exiting onto the busy Celbridge road the placement of a yellow hatch box in front of Rockfield Estate should be considered mandatory. 3.5 Conclusion Redirecting the westbound cycle lane through Laurence Avenue, while retaining the eastbound cycle lane in front of Rockfield Estate, would improve visibility without removing cycle provision from the Rockfield frontage. The proposed 2–3 metre central relocation of the footpath, raised table and retained eastbound cycle track could also allow a grassed verge to extend to the existing beech hedgerow. This will improve visibility, landscape separation and the clarity of the junction. The revised option provides a more proportionate balance between:	

No.	Name	Comment	Response.
		• pedestrian priority; • eastbound cycling provision; • westbound cycle continuity through Laurence Avenue; • safe vehicular access and egress; • and retention of the landscaped character of Rockfield Estate. **KCC Note:** Review submission as it includes referenced images	
83.	Michael Mooney	I wish to lodge an objection to the proposed Maynooth active travel scheme. Looking at the photos provided it seems that there is no left turning lane for traffic exiting onto the Straffan Road. The photos show an improved footpath and a new cycle lane however no provision for cars turning left. Indeed for cars turning right to go down the town there is no improvement. Why a roundabout cannot be provided at this junction beggars belief. I cannot make out from the drawings if the entrance from the Celbridge Road to Laurance Avenue is being closed as has been rumoured , if it is being closed I think this is a mistake. This entrance is part of the original estate plan established over 50 years ago. Closing it even from a safefy point of view makes no sense. Emergency vehicles trying to get into the estate with only one entrance is not feasible. Turning the road from Maynooth Park to Laurence Ave into a pedestrian only road is not a good idea, the last house on this road is owned by the HSE as a home for special needs patients. If the entrance to Laurance Ave from the Celbridge Road is closed and the entrance from Maynooth Park is pedestrianised how are emergency vehicles supposed to	The upgrade of the Straffan Road/Celbridge Road junction is outside the scope of this scheme. As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Straffan Road/Celbridge Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of this junction. Under the Part 8 proposal, the closure of the entrance to the Laurence Avenue estate from the Celbridge Road is not proposed. The introduction of these filtered permeability measures will reduce vehicular traffic within the Laurence Avenue estate, which helps create a safer environment for residents by minimising potential conflicts between vulnerable road users and motorists, hence creating a more “people-friendly” space by improving safety and accessibility for all users. Reduced vehicular traffic will also contribute to improved air quality and reduced noise pollution for the environment. The filtered permeability measures will also create an improved public realm with new green areas and trees proposed.

No.	Name	Comment	Response.
		get to either the HSE house or Laurence Ave. While I have no problem with improving facilities for both pedestrians and cyclists it should not be at the expence of curtailing motorists. Quite a number of residents of Greenfield Estate are elderly and rely on their car for shopping, attending religous services or medical appointments . While I applaud the idea of improving movement around the town this must not be at the expense of our elderly residents.	This provision of filtered permeability measures are required to reduce vehicular traffic in this area and to provide a connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road. Vehicular access to all residential properties in Laurance Avenue and Maynooth Park will continue to be retained but through traffic between the two estates will no longer be possible. Following the implementation of any filtered permeability measures and changes to road layouts, Emergency Services, Google Maps, etc will be notified.
84.	Kevin O'Brien	I have my concerns with the new plans for the Celbridge road leaving Maynooth. I believe that the entrance into Laurence's avenue from the Celbridge road has to stay open as there will be further interuption to traffic flow and will force all traffic from the surrounding estates and Laurence's avenue to all drive to the same junction at Maxol, an already extremely busy junction with large tailbacks nearly constantly. Leading onto my next point which is many years ago the slip road turning left onto the Celbridge road was taken away for some flowerbeds. This slip road should be reinstated as soon as possible as the traffic at this junction has been horrific ever since it was taken away and having it back would greatly improve the ease of congestion around this junction and the road to and from the N4. This slip road should never have been taken away in the first place.	Under the Part 8 proposal, the closure of the entrance to the Laurence Avenue estate from the Celbridge Road is not proposed. The proposed scheme aims to enable a modal shift from private vehicles to more sustainable modes by providing prioritised, protected infrastructure for pedestrians and cyclists. The scheme is not designed to improve access and priority for motorised traffic. The proposed scheme forms part of the National Transport Authority's Greater Dublin Area Transport Strategy which has similar objectives for reductions in transport emissions and a shift to sustainable transport modes and aligns to the Kildare County Development Plan and relevant Local Area Plans. In relation to traffic congestion at the Straffan Road signalised junction, this project forms part of the solution to reduce the

No.	Name	Comment	Response.
			number of vehicles on this section of road by providing an alternative safe mode of travel. As part of the detailed design of the scheme, the timings of the signalised junctions will be reviewed and discussed with the KCC Traffic Management Department.
		My next concern is to do with the cycle lanes. I first think it is a good idea to push the fencing in front of Laurence's avenue back a couple of meters to allow for the wider paths required for a new cycling lane. if this is not done it will result in the footpath being too narrow and unsafe or the main road itself becoming too narrow and unsafe. And lastly i would like to voice my concern that no one will use the designed route for the cycle lanes just before the maxol junction. The trees at the back of the bungalows should be cut down or trims back to create a wider path. people will naturally use the shortest route and that narrow path it not fit for use.	Under the Part 8 proposal, the fencing/hedging in front of Laurence Avenue, for the most part, is not altered. Land acquisition is required at a number of properties on the eastern side of Celbridge Road to allow for the provision of the segregated active travel facilities. The upgrade of the Straffan Road/Celbridge Road junction is outside the scope of this scheme. As a result of spatial constraints the continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of the Straffan Road/Celbridge Road junction is not possible without significant land take. Subject to resources and funding, a separate scheme may be progressed in the future re continuation of segregated uni-directional cycle tracks to the Straffan Road junction and the upgrade of this junction. The shared streets, proposed under the Part 8, along Laurence Avenue and Rail Park provide the connection between the existing active travel facilities on Straffan Road and the proposed active travel facilities on Celbridge Road.
85.	Catherine Plunkett	Dear Sir/ Madam As a resident in LAURENCE AVENUE Maynooth and having a look at the proposed plans for our estate could I suggest closing the Celbridge road exit to the estate instead of the proposed closing of entrance road at	 The observation is noted. Note under the Part 8 proposal, the closure of the entrance to the Laurence Avenue estate from the Celbridge Road is not

No.	Name	Comment	Response.
		Maynooth Park/LA. This would make it much safer for all our residents in LA and also for the children who cycle and walk to the nearby schools.	proposed.
86.	R. O'Riordan	As a long-standing resident of Rail Park, I will be affected by the proposed plans as presented to us through increases in the following: 1 - Traffic Pollution 2 - Air Pollution 3 - Noise Pollution 4 - Heavy Machinery and Traffic Flow causing stress on fabric of houses	In relation to air, noise and traffic pollution, this project forms part of the solution to reduce the number of vehicles on the roads by providing an alternative safe mode of travel and enhancing the active travel network in Maynooth. In relation to the above and use of “Heavy Machinery and Traffic Flow” during construction, a Construction Environmental Management Plan (CEMP) would be produced at the construction stage for the scheme which will endeavour to minimise disruption to residents during the works. Any impacts during construction are temporary and will be minimised as far as reasonably practical.
		Regarding the provision of speed ramps throughout the estate, I would agree with the placing of same after consultation with the county council and residents.	The provision of traffic calming throughout the estate is outside the scope of this scheme but will be raised with the relevant council department.

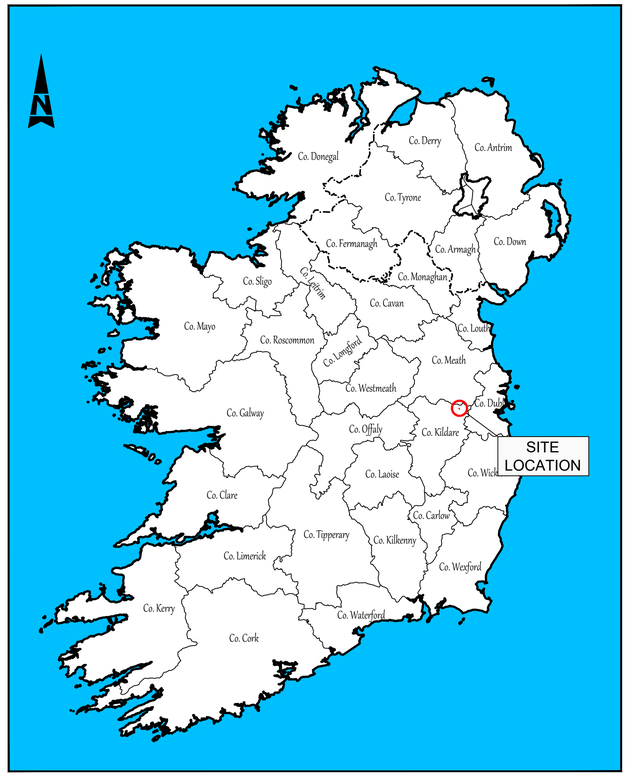
4. CONCLUSION

Having reviewed the submissions made from those listed in Table 2 and Table 3 and with respect to the points raised and the associated responses from the submissions, it is concluded that the proposed development would be in accordance with the provisions of the Kildare County Development Plan (2023-2029) and would therefore be in accordance with the proper planning and sustainable development of the area subject to the following amendments:

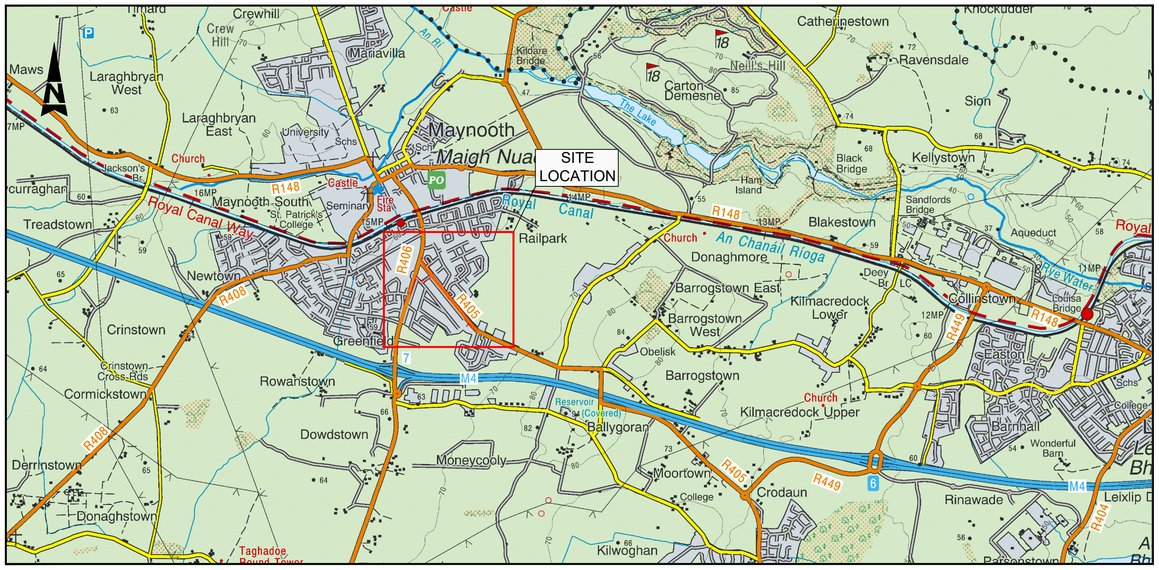
1. It is proposed to retain a 1.5m wide green verge between the Rail Park residential street and Celbridge Road. This green area will include the planting of hedging and trees. In order to allow for this 1.5m wide green verge, the uni-directional cycle tracks on Celbridge Road will be reduced in width locally and the residential street at Rail Park will be reduced in width from typically 6.2m to 5.5m.

It is considered that these changes do not materially amend the Part 8 proposals as advertised.

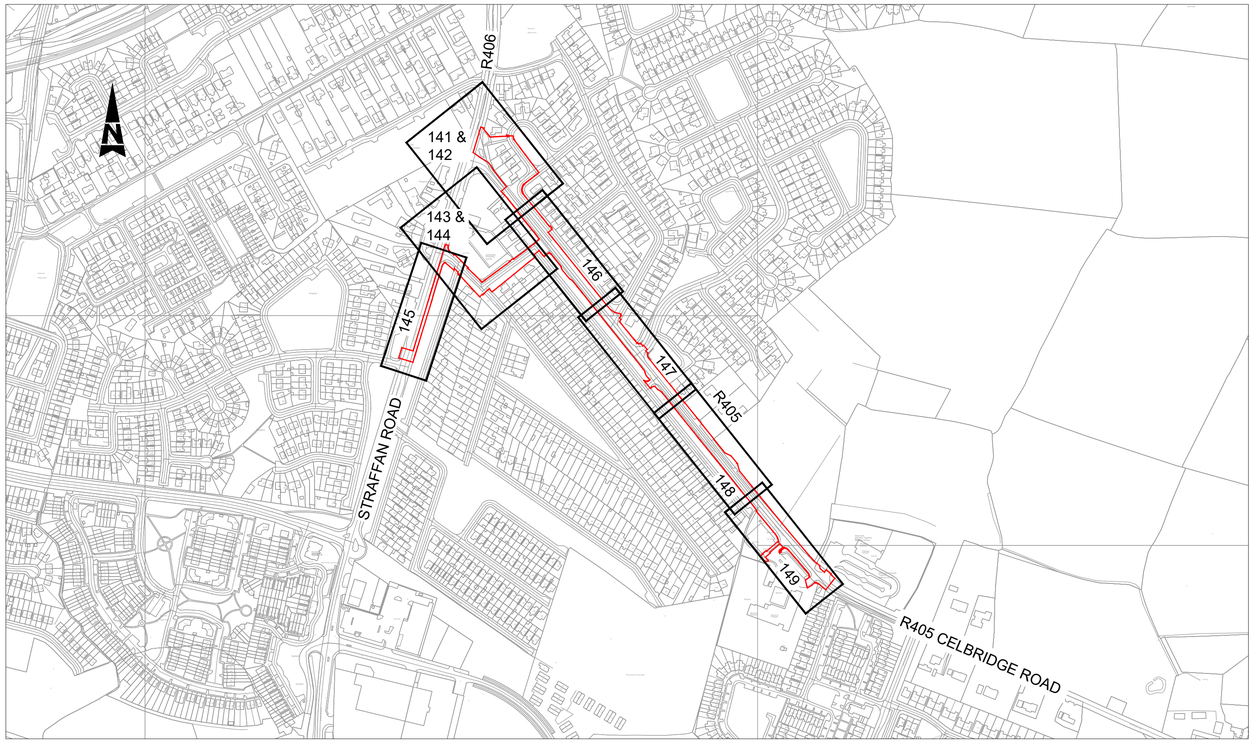
APPENDIX A
SITE LOCATION DRAWING



IRELAND LOCATION MAP
Scale at A1 1:2,000,000
Scale at A3 1:4,000,000



SITE MAP - CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH
Scale at A1 1:25,000
Scale at A3 1:50,000



SITE PLAN - CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH
Scale at A1 1:4000
Scale at A3 1:8000

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ATKINS WILL NOT BE HELD LIABLE FOR THE USE OF THIS DATA ON ANY PROJECT OTHER THAN THE PROJECT:

Risk Level		
	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked

Meamna agus Misneach

NTA
Údarás Náisiúnta Iompair
National Transport Authority

KEY PLAN
Scale at A1 1:10000
Scale at A3 1:20000

Rev	Description	By	Date	Chk'd	Rev'd	Auth
P03	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
P02	ISSUED FOR INFORMATION	DB	23.03.26	JT	JR	ST
P01	ISSUED FOR INFORMATION	DB	16.03.26	JT	JR	ST

AtkinsRéalis

Atkins House, 150-155 Airside Business Park, Swords, Co. Dublin
Tel (+353) 01 810 8000
Fax (+353) 01 810 8001

Unit 2B, 2200 Cork Airport Business Park, Cork
Tel (+353) 021 429 0300
Fax (+353) 021 429 0360

1st Floor Technology House Parkmore Technology Park, Galway
Tel (+353) 091 786 050
Fax (+353) 091 779 830

Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: SITE LOCATION MAP AND BOUNDARIES MAP PART 8 PLANNING REF. No. P82026.02

Original Scale	Drawn	Checked	Reviewed	Authorised
AS SHOWN	DB Date 16.03.26	JT Date 16.03.26	JR Date 16.03.26	ST Date 16.03.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900002	P03

A1 DO NOT SCALE 0 10 100

File: 0091652-ATK-XX-XX-DR-CE-900002.dwg
Date: May 07, 2026 - 2:52pm Plotted by: BREAS15

\\wsatkins.com\project\IEDBA\Project-Data\0091652\6 Dwgs-Graphics\61 AutoCad\0091652-ATK-XX-XX-DR-CE-900002.dwg

APPENDIX B
CIRCULATION LIST

Comhairle Contae Chill Dara
Kildare County Council

Proposed Celbridge Road Active Travel Scheme, Maynooth

Planning Ref. P82026.02

Part 8 Development - Circulation List

Elected members:

Members of Clane-Maynooth Municipal District

Members of the Oireachtas

James Lawless TD

Réada Cronin TD

Aidan Farrelly TD

Joe Neville TD

Naoise Ó Cearúil TD

Martin Heydon TD

Shónagh Ní Raghallaigh TD

Mark Wall TD

Seán Ó Fearghaíl TD

Fiona O'Loughlin Senator

Kildare County Council

Planning Department

Alan Dunney, DOS

Ger Maher, SEO

Jane O'Reilly, SP

Carroll Melia, SEP

Daniel Waldron, AP

Patricia Hyland, SEP

Dara Wyer, Heritage Officer

Meabh Boylan, Biodiversity Officer

Mary O'Connor, Ecologist

Ruth Kidney, Conservation Officer

Housing Department

Annette Aspell, DOS

Paddy Henderson, A/SA

Ollie Brady, A/SEO

Transport, Mobility & Open Spaces

Siobhan Scully, A/DOS

Chris Galvin, SE

Darragh Conlon, A/SE

Cyril Buggy, A/SE

Ronan Toft, Clane-Maynooth MD Engineer

Kevin Healy, SEE

Annette Keavney, SEE

Mark McLoughlin, SEO

Jonathan Walsh, Traffic Management

Sinead Martin, Road Safety & Sustainable Transport Officer

Simon Wallace, A/Senior Parks and Landscaping Officer

Carmel O'Grady, Executive Parks and Landscaping Officer

Michael Yallop, Executive Parks and Landscaping Officer

Public Realm

Pamela Pender, SEO

Triona Casey, A/SEE

Darragh Carey, A/SEE

National Roads Office

Marie Whelan, SE

Climate Action

Paula O'Rourke, Climate Action Coordinator

Mary Morrissey, Climate Action Officer

Environment Department

Ibrahim Bargouthi, SE

Ken Kavanagh, SEO

Integration

David Creighton, A/DOS

Water Services

Marian Higgins, DOS

Mark Flanagan, SEE

Building & Development Control

Liam McNeela, SEE

Fire Services

Niall O'Riordan, A/Chief Fire Officer

Health & Safety

Michael Hurley, Health and Safety Officer

IT Department

Rory Hopkins, Head of Information Systems

Human Resources

Ann-Marie Gough, SEO

Corporate Services

Joe Boland, DOS

Letitia Hanratty, SEO

Prescribed Bodies & Third Parties

Office of Public Works

National Museum of Ireland

The Heritage Council

An Taisce

An Coimisiún Pleanála

National Parks and Wildlife Service

BirdWatch Ireland

Environmental Protection Agency

Geological Survey of Ireland – Heritage Programme

Transport Infrastructure Ireland (TII) - Environmental Unit

NTA

NTA

Bus Eireann

Ervia (includes GNI, IW, Aurora)

Irish Water

Sustainable Energy Authority Ireland (SEAI)

Kildare Chamber of Commerce

Kildare Archaeological Society

Kildare Archaeological Society

Health Service Executive

ESB Head Office

Cyclist.ie

Cycling Ireland

Health & Safety Authority

Road Safety Authority

Minister for Transport, Tourism and Sport

An Garda Síochána

Gáis Networks Ireland

Commission for Regulation of Utilities

Industrial Development Authority Ireland

Irish Wildlife Trust

Tree Council of Ireland

Eir Group HQ

Dept. of Education

Dept. of Environment, Climate and Communications

Department of Transport

Maynooth Tidy Towns Committee

Maynooth Accessibility Group

Maxol Service Station

St. Patricks Pharmacy, Greenfield Shopping Centre

Romayo's, Greenfield Shopping Centre

Centra, Greenfield Shopping Centre

Tommy's Butchers, Greenfield Shopping Centre

Hair Therapy, Greenfield Shopping Centre

Redz Barberz, Greenfield Shopping Centre

Rainbow Dry Cleaners, Greenfield Shopping Centre

LANA Maynooth Asian Street Food, Greenfield Shopping Centre

Vincents, Greenfield Shopping Centre

The Owner (Residential Property 1), Celbridge Road, Maynooth

The Owner (Residential Property 2), Celbridge Road, Maynooth

The Owner (Residential Property 3), Celbridge Road, Maynooth

The Owner (Residential Property 4), Celbridge Road, Maynooth

The Owner (Residential Property 5), Celbridge Road, Maynooth

The Owner (Residential Property 6), Celbridge Road, Maynooth

Rail Park Residents Representative, Maynooth

Rockfield Residents Representative, Maynooth

Laurence Avenue, Maynooth Park, Straffan Way & Greenfield Drive Residents Representative, Maynooth

Straffan Way Residents Representative, Maynooth

Griffin Rath Residents Representative, Maynooth

Griffin Rath Hall Residents Representative, Maynooth

Kingsbry Residents Representative, Maynooth

Greenfield Shopping Centre

Infrastructure Officer SRTS Programme (An Taisce)

Gaelscoil Uí Fhiaich

Maynooth Educate Together National School

APPENDIX C
PART VIII APPLICATION FORM

Comhairle Contae Chill Dara
Kildare County Council

PLANNING DEPARTMENT

PART 8 APPLICATION FORM

For development proposed by, or on behalf of or in partnership with the Planning Authority.

Part XI Planning & Development Act, 2000 (as amended)

Part 8 Planning & Development Regulations 2001 (as amended)

PLEASE COMPLETE THIS FORM IN FULL

INCOMPLETE SECTIONS MAY LEAD TO A DELAY IN PROCESSING THE APPLICATION

All applications shall be sent to: Planning Department, Kildare County Council, Level 1, Aras Chill Dara, Devoy Park, Naas, Co. Kildare.

INTERNAL OFFICE USE ONLY	
DATE RECEIVED _____/____/____	REFERENCE NO Part8/_____-_____
_____ Administrative Officer	_____ Date

1. DEVELOPMENT PROPOSED BY (DEPARTMENT):

Sustainable Transport, Transport Mobility & Open Spaces Directorate_____

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

Gerry Kane_____

_____

_____

Email: [redacted]

Contact No.: [redacted]_____

3. SITE LOCATION:

The scheme is 950m in length and extends from the Straffan Road to the Maynooth Educate Together National School along predominantly Celbridge Road, Maynooth with some associated active travel provisions along Rail Park, Laurence Avenue and Maynooth Park

_____

4. LEGAL INTEREST IN LAND/STRUCTURE:

Kildare County Council is the registered landowner_____

5. SITE AREA (IN HECTARES):

1.6486 Hectarces (950m in length)_____

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

Celbridge Road Active Travel Scheme, Maynooth includes segregated pedestrian and cyclist facilities, shared facilities for pedestrians and cyclists, shared streets, permeability links, new and upgraded controlled signalised crossings, improved bus stop facilities, school zone and improved access for VRU's to both schools.

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

N/A_____

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

N/A_____

9. PRE-PART 8 CONSULTATION
   DETAILS INCLUDING TIMES , DATES, PERSONS INVOLVED)

Thursday 16th April 2026 at 10.00 – KCC Internal Departments (Attendance list attached) _____

Tuesday 21st April 2026 at 10.00 – KCC Internal Departments (Attendance list attached) _____

---

10. PUBLIC DISPLAY PERIOD:
    INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

Between Monday 22nd June and Wednesday 5th August 2026 _____

_____

11. HAS AN ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes_____

12. HAS AN APPROPRIATE ASSESSMENT (AA) SCREEENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes_____

SIGNED ON BEHALF OF PROPOSING INTERNAL DEPARTMENT

NAME: _____

POSITION: Senior Engineer_____

DATE 08.06.'26 _____

GUIDELINES

The relevant sponsoring Internal Department shall engage with the Planning Department in respect of the proposed development through Pre-Part 8 consultation(s) to ensure:

(a) The proposed development comes within the scope of the prescribed classes of development in Article 80 of the planning & Development Regulations 2001 (as amended), for the purposes of Section 179 of the Planning and Development Act 2000 (as amended).

(b) The proposed development is in accordance with the policies and objectives of the County Development Plan or relevant Local Area Plan, as required under Section 178 of the Planning and Development Act 2000 (as amended)

(c) The siting and design of the proposed development is acceptable.

(d) The Part 8 maps, plans, elevations and related particulars are in accordance with Article 83 of the Planning and Development Regulations 2001 (as amended)

(e) The site notice and newspaper notices are in accordance with Article 81 of the planning and Development Regulations 2001 (as amended). List of approved newspapers should be sought from the Planning Department.

(f) The proposed development is screened in relation to EIA, AA and Flood Risk.

(g) The proposed development is referred for the attention and response of all Council internal departments. Any revisions/amendments and/or additional documentation required by internal departments shall be incorporated into the final plans and particulars prior to the Part 8 being placed on public display.

(h) The proposed development is referred for the attention and response of all relevant prescribed bodies, in accordance with Article 82 of the Planning & Development Regulations 2001 (as amended).

(i) Any submissions or observations received during the public display period are forwarded for the attention and response of the proposed internal department responsible for preparing the part 8 application. The proposing internal department shall prepare a report responding to the submissions or observations received from internal departments prescribed bodies, and members of the public.

(j) All Part 8 documentation is available to the Planning Department from the date stated in the public notices.

(k) The part 8 application and all plans, particulars and documentation for the proposed development are to be sent to the Administrative officer in the Planning Department. This is necessary so that the Part 8 can be filed, given a unique reference number, and mapped by the Drawing office on GIS.

NOTE

The proposing internal department shall be responsible for

- Preparing a report responding to submission or observations received from prescribed bodies and members of the public;
- Listing the Part 8 on the agenda of the relevant Council/Municipal District meeting.
- Circulating all Part 8 documentation to elected members prior to the Council/Municipal District Meeting
- Presenting Chief Executive's Report to Members at Council/Municipal District.

Presentation No. 1 - Internal KCC Departments 16/04/2026

1. Summary

Meeting title	Celbridge Road Active Travel Scheme, Maynooth - Pre Part 8 Consultation with Internal Departments
Attended participants	14
Start time	4/16/26, 9:58:45 AM
End time	4/16/26, 10:59:41 AM
Meeting duration	1h 56s
Average attendance time	25m 16s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email	Participant ID (UPN)	Role
Gerry Kane	4/16/26, 9:59:03 AM	4/16/26, 10:59:41 AM	1h 37s			Organiser
Meabh Boylan	4/16/26, 9:58:46 AM	4/16/26, 10:24:32 AM	25m 45s			Presenter
Daniel Waldron	4/16/26, 9:59:26 AM	4/16/26, 10:24:32 AM	25m 5s			Presenter
Ronan Keane	4/16/26, 10:00:13 AM	4/16/26, 10:24:34 AM	24m 21s			Presenter
Earnan McGee	4/16/26, 10:00:15 AM	4/16/26, 10:24:29 AM	24m 14s			Presenter
Carmel O'Grady	4/16/26, 10:00:39 AM	4/16/26, 10:24:36 AM	23m 56s			Presenter
Patricia Hyland	4/16/26, 10:00:49 AM	4/16/26, 10:24:36 AM	23m 47s			Presenter
Mark McLoughlin	4/16/26, 10:01:08 AM	4/16/26, 10:24:29 AM	23m 20s			Presenter
Kevin Healy	4/16/26, 10:01:34 AM	4/16/26, 10:24:36 AM	23m 2s			Presenter
Bryan Mazango	4/16/26, 10:01:51 AM	4/16/26, 10:24:33 AM	22m 42s			Presenter
Triona Casey	4/16/26, 10:05:59 AM	4/16/26, 10:24:34 AM	18m 35s			Presenter
Chris P. Galvin	4/16/26, 10:13:15 AM	4/16/26, 10:59:41 AM	46m 25s			Presenter
Pamela Pender	4/16/26, 10:20:15 AM	4/16/26, 10:24:32 AM	4m 17s			Presenter
Colm Flynn	4/16/26, 10:36:28 AM	4/16/26, 10:44:12 AM	7m 43s			Presenter

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
Gerry Kane	4/16/26, 9:59:03 AM	4/16/26, 10:59:41 AM	1h 37s		Organiser
Meabh Boylan	4/16/26, 9:58:46 AM	4/16/26, 10:24:32 AM	25m 45s		Presenter
Daniel Waldron	4/16/26, 9:59:26 AM	4/16/26, 10:24:32 AM	25m 5s		Presenter
Ronan Keane	4/16/26, 10:00:13 AM	4/16/26, 10:24:34 AM	24m 21s		Presenter
Earnan McGee	4/16/26, 10:00:15 AM	4/16/26, 10:24:29 AM	24m 14s		Presenter
Carmel O'Grady	4/16/26, 10:00:39 AM	4/16/26, 10:24:36 AM	23m 56s		Presenter
Patricia Hyland	4/16/26, 10:00:49 AM	4/16/26, 10:24:36 AM	23m 47s		Presenter
Mark McLoughlin	4/16/26, 10:01:08 AM	4/16/26, 10:24:29 AM	23m 20s		Presenter
Kevin Healy	4/16/26, 10:01:34 AM	4/16/26, 10:24:36 AM	23m 2s		Presenter
Bryan Mazango	4/16/26, 10:01:51 AM	4/16/26, 10:24:33 AM	22m 42s		Presenter
Triona Casey	4/16/26, 10:05:59 AM	4/16/26, 10:24:34 AM	18m 35s		Presenter
Chris P. Galvin	4/16/26, 10:13:15 AM	4/16/26, 10:59:41 AM	46m 25s		Presenter
Pamela Pender	4/16/26, 10:20:15 AM	4/16/26, 10:24:32 AM	4m 17s		Presenter
Colm Flynn	4/16/26, 10:36:28 AM	4/16/26, 10:44:12 AM	7m 43s		Presenter

Presentation No. 2 - Internal KCC Departments 21/04/2026

1. Summary

Meeting title	Celbridge Road Active Travel Scheme, Maynooth - Pre Part 8 Consultation with Internal Departments (Presentation No. 2)
Attended participants	15
Start time	4/21/26, 9:56:35 AM
End time	4/21/26, 10:29:13 AM
Meeting duration	32m 37s
Average attendance time	25m 45s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email	Participant ID (UPN)	Role
Gerry Kane	4/21/26, 9:59:28 AM	4/21/26, 10:29:06 AM	29m 37s	[redacted]	[redacted]	Organiser
Kevin Kane	4/21/26, 9:56:37 AM	4/21/26, 10:29:04 AM	32m 27s	[redacted]	[redacted]	Presenter
Jane O'Reilly	4/21/26, 9:57:05 AM	4/21/26, 10:29:03 AM	29m 48s	[redacted]	[redacted]	Presenter
Jonathan M Walsh	4/21/26, 9:57:29 AM	4/21/26, 10:29:06 AM	31m 36s	[redacted]	[redacted]	Presenter
Patricia Hyland	4/21/26, 9:57:36 AM	4/21/26, 10:01:10 AM	3m 33s	[redacted]	[redacted]	Presenter
Mary Morrissey	4/21/26, 9:58:42 AM	4/21/26, 10:29:05 AM	30m 23s	[redacted]	[redacted]	Presenter
Cyril Buggie	4/21/26, 9:58:44 AM	4/21/26, 10:29:10 AM	30m 26s	[redacted]	[redacted]	Presenter
Chris P. Galvin	4/21/26, 9:59:14 AM	4/21/26, 10:29:13 AM	29m 59s	[redacted]	[redacted]	Presenter
Paul Regan	4/21/26, 9:59:15 AM	4/21/26, 10:29:02 AM	29m 47s	[redacted]	[redacted]	Presenter
Ronan Keane	4/21/26, 10:00:09 AM	4/21/26, 10:29:04 AM	28m 54s	[redacted]	[redacted]	Presenter
Colm Flynn	4/21/26, 10:02:22 AM	4/21/26, 10:29:03 AM	26m 40s	[redacted]	[redacted]	Presenter
Bryan Mazango	4/21/26, 10:03:42 AM	4/21/26, 10:29:04 AM	25m 22s	[redacted]	[redacted]	Presenter
Mark Flanagan	4/21/26, 10:03:57 AM	4/21/26, 10:29:04 AM	25m 6s	[redacted]	[redacted]	Presenter
Darragh Carey	4/21/26, 10:04:10 AM	4/21/26, 10:29:02 AM	24m 52s	[redacted]	[redacted]	Presenter
Sinead Martin	4/21/26, 10:12:57 AM	4/21/26, 10:20:46 AM	7m 48s	[redacted]	[redacted]	Presenter

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
Gerry Kane	4/21/26, 9:59:28 AM	4/21/26, 10:29:06 AM	29m 37s	[redacted]	Organiser
Kevin Kane	4/21/26, 9:56:37 AM	4/21/26, 10:29:04 AM	32m 27s	[redacted]	Presenter
Jane O'Reilly	4/21/26, 9:57:05 AM	4/21/26, 9:58:05 AM	59s	[redacted]	Presenter
Jane O'Reilly	4/21/26, 10:00:14 AM	4/21/26, 10:29:03 AM	28m 49s	[redacted]	Presenter
Jonathan M Walsh	4/21/26, 9:57:29 AM	4/21/26, 10:29:06 AM	31m 36s	[redacted]	Presenter
Patricia Hyland	4/21/26, 9:57:36 AM	4/21/26, 10:01:10 AM	3m 33s	[redacted]	Presenter
Mary Morrissey	4/21/26, 9:58:42 AM	4/21/26, 10:29:05 AM	30m 23s	[redacted]	Presenter
Cyril Buggie	4/21/26, 9:58:44 AM	4/21/26, 10:29:10 AM	30m 26s	[redacted]	Presenter
Chris P. Galvin	4/21/26, 9:59:14 AM	4/21/26, 10:29:13 AM	29m 59s	[redacted]	Presenter
Paul Regan	4/21/26, 9:59:15 AM	4/21/26, 10:29:02 AM	29m 47s	[redacted]	Presenter
Ronan Keane	4/21/26, 10:00:09 AM	4/21/26, 10:29:04 AM	28m 54s	[redacted]	Presenter
Colm Flynn	4/21/26, 10:02:22 AM	4/21/26, 10:29:03 AM	26m 40s	[redacted]	Presenter
Bryan Mazango	4/21/26, 10:03:42 AM	4/21/26, 10:29:04 AM	25m 22s	[redacted]	Presenter
Mark Flanagan	4/21/26, 10:03:57 AM	4/21/26, 10:29:04 AM	25m 6s	[redacted]	Presenter
Darragh Carey	4/21/26, 10:04:10 AM	4/21/26, 10:29:02 AM	24m 52s	[redacted]	Presenter
Sinead Martin	4/21/26, 10:12:57 AM	4/21/26, 10:20:46 AM	7m 48s	[redacted]	Presenter

APPENDIX D
STATUTORY AND PRESCRIBED BODY RESPONSES (ATTACHMENTS)

Consultation Portal Ref. No.	Name	Attachment
KCC-C485-11	Straffan Way Residents Representative, Maynooth	Yes
KCC-C485-54	Maynooth Accessibility Group	Yes
KCC-C485-64	Griffin Rath Residents Representative, Maynooth	No
KCC-C485-65	Irish Cycling Campaign (formerly Cyclist.ie)	Yes
KCC-C485-80	An Taisce	Yes
-	Geological Survey of Ireland – Heritage Programme	Yes
-	An Garda Síochána	Yes

KCC-C485-11

[redacted]

Dear SEO,

Re Scheme overleaf

When work commences at junction of Straffan Way/Straffan Road especially the site clearance of trees etc. would it be possible to include removal of extensive bushes growth outside No 7 & 8 straffan way as growth is dividing grass space and will soon reach the road.

Background

Some years ago my neighbour in No 9 and I cleared excessive growth from No1 to No6 straffan way. The occupant of No 8 objected strongly to continue this work in front of No 7 & No 8. We agreed as we did not want neighbourly unpleasantness. The occupant of No 8 is now deceased so that issue does not arise.

My neighbour in No 12 keeps the growth from No 9 & 10 in check.

As clearance etc of this excessive growth is beyond my capabilities (neighbour – No9 also deceased), it would be appreciated if Council could include this task while engaging in somewhat similar work on the Scheme in question.

The Council took charge of estate many years ago.

Regards

[redacted]

KCC-C485-54

MAYNOOTH ACCESS GROUP'S ACCESSIBILITY SUBMISSION ON THE CELBRIDGE ROAD ACTIVE TRAVEL SCHEME

Planning Ref. P82026.02

1. Introduction

Maynooth Access Group acknowledges the work and effort that clearly went into drafting this proposal and welcomes the opportunity to participate in the consultative process.

Our submission on the proposed Celbridge Road Active Travel Scheme is developed from the perspective of older people and persons with disabilities, including wheelchair and mobility-scooter users, people with limited stamina or balance, blind and partially sighted people, deaf and hard-of-hearing people, people with cognitive or neurodivergent conditions, and people who depend on accessible public transport or car-based assistance.

The proposed active travel scheme contains several potentially beneficial accessibility measures. These include wider and upgraded footpaths, continuous footways across private entrances, raised side-road crossings that remove repeated kerb dips, tactile paving, additional controlled crossings, reduced vehicle speeds, improved pedestrian priority and the stated intention to make the route accessible to all.

However, the current Part 8 material does not yet demonstrate that the whole journey will be accessible in practice. The principal concerns are the use of shared pedestrian-cycle spaces, interaction between passengers and cyclists at relocated bus stops, the relocation and consolidation of stops, uncontrolled crossings, possible narrowing or clutter at particular locations, the effect of bollards and filtered permeability on wheelchair and mobility-scooter users, construction-stage access, and the absence of a clearly published disability access audit or equality impact assessment.

The strongest concern relates to the proposed bus-stop arrangements. The Part 8 Report states that pedestrians will cross the cycle track at a shared bus-stop landing zone and that cyclists will be advised to yield through road markings. The final layout is deferred to detailed design. This creates uncertainty for blind and partially sighted passengers, people with hearing loss, slower walkers, wheelchair users and people who may require more time to board or alight.

A second major concern is the extent of shared use. The scheme proposes shared pedestrian and cyclist facilities near the schools and on parts of Rail Park, Laurence Avenue, Maynooth Park and Straffan Road. Shared use may be difficult for people who cannot reliably see or hear approaching cycles, who have reduced reaction time, or who find unpredictable movement stressful. The NTA Cycle Design Manual itself adopts a general presumption in favour of segregating pedestrians and cyclists where possible.

Before approval, Kildare County Council should complete and publish an independent Universal Design and Disability Access Audit, undertake consultation with local disability and older-person organisations, finalise the bus-stop layouts, demonstrate appropriate clear widths and resting opportunities, confirm controlled crossing times, and prepare an accessible construction management plan.

2. Accessibility Commitments in the Scheme Documents

The scheme documentation refers to policies requiring a human-centred, whole-journey approach and universal accessibility. The Maynooth and Environs Joint Local Area Plan objective quoted in the documents requires footpaths, tactile paving, cycle paths, roads, crossing points, greenways and bus stops to be fully accessible to older people, people with disabilities and people with young children.

The Part 8 Report also states that universal design principles should be applied to new transport infrastructure, including public-transport pick-up points. The scheme relies heavily on the Design Manual for Roads and Streets in Urban Areas (DMURS) and the Cycle Design Manual. However, most disappointedly, there are no references in the scheme to policy documents from NCBI, Voice of Vision, Impairment Ireland and the IWA. The IWA in their document “Getting Nowhere” has the following to state

about DMURS on page 29: *People with disabilities are absent from the hierarchy of user needs in DMURS. However, pedestrians are prioritised over cyclists in the hierarchy. DMURS assumes the needs of nondisabled pedestrians are the same as the needs of pedestrians with disabilities. While, people with disabilities are mentioned in this section as the "most vulnerable," their access needs are not separated from pedestrians without disabilities; thereby erasing the need for designs that are tailored to the unique needs of people with disabilities."* The IWA also notes on page 30 that: *There is a whole section in DMURS dedicated to historic contexts and cycle facilities. Yet, there is not a section on accessibility. In the historical section a "mechanism for the protection of historic areas" "based on statutory protection" is included. This is more than what is included for people with disabilities.*

3. The Group notes the potential accessibility benefits of the proposed scheme

Continuous footways at private entrances

The proposed design maintains continuous footpaths and cycle tracks across private entrances, avoiding frequent localised level changes. This is beneficial for wheelchair users, mobility-scooter users, people using walking aids and people at risk of falls.

Raised side-road crossings

Raised crossings can provide a level pedestrian route, reduce the need to negotiate dropped kerbs and encourage lower vehicle speeds.

Additional controlled crossings

New and upgraded toucan crossings may reduce the distance between safe crossing opportunities and improve access between residential areas, schools and bus stops.

Tactile paving

Tactile paving is proposed at junctions and crossing points to assist blind and partially sighted users.

Wider footpaths

The scheme generally proposes footpaths around 2.0 metres wide, which can improve passing space for wheelchairs, mobility aids and accompanying persons.

Reduced traffic speed

Raised entries, narrowed geometry and filtered permeability may reduce vehicle speeds and lower the severity of conflicts.

Improved lighting and surfaces

New surfacing, lighting and crossing infrastructure may improve confidence for people who avoid uneven or poorly lit routes.

4. Key Accessibility Concerns from Maynooth Access Group

4.1 Shared pedestrian and cycle facilities

The proposal includes shared active-travel facilities near the schools and along parts of Rail Park, Laurence Avenue, Maynooth Park and Straffan Road. Shared space places pedestrians and cyclists within the same movement area.

This can disadvantage blind and partially sighted people, people with hearing loss, older people with slower reaction times, people with balance difficulties, wheelchair users and people with cognitive or sensory-processing difficulties. A person who cannot see or hear an approaching cyclist may not know when it is safe to change direction or cross the space. Even where actual collision risk is low, fear and uncertainty can deter independent travel and lead to social isolation.

The Part 8 Report proposes signs, markings and tactile paving to alert pedestrians. These measures may assist some users, but they do not provide the same certainty as physical segregation. Moreover, none of the design measures mentioned include restricting cyclists to protect people with disabilities from being overtaken by cyclists. Additionally, none of these measures are mandatory. The NTA Cycle Design Manual states that there is a general presumption toward separating pedestrians and cyclists where possible. The IWA notes that: *DMURS outlines that it "promotes cycling as a sustainable form of transport and seeks to rebalance design to promote a safer and more comfortable environment for cyclists." However, there is no acknowledgement of the need to balance the safety of pedestrians, particularly pedestrians with disabilities with the promotion of cycling. There is a way to design safely for all; all road users' needs must be accounted for in the promotion of cycling, but, in particular, the needs of users with disabilities must be included in design*.

4.2 Bus-stop relocation and cycle-track interaction

The existing Rail Park and Rockfield Manor bus stops are to be merged and relocated. Consolidation may increase the walking distance for some residents. This is particularly significant for people with limited stamina, arthritis, respiratory or cardiac conditions, chronic pain, visual impairment, or reliance on a mobility aid.

The proposed bus-stop design requires passengers to cross the cycle track. The Part 8 Report states that pedestrians will have priority and cyclists will be advised to yield through road markings, while the final design will be reviewed at detailed-design stage. For disabled passengers, priority must be physically understandable and reliably respected, not merely stated.

Blind and partially sighted passengers may not detect approaching cyclists. Deaf and hard-of-hearing users may not hear bells or verbal warnings. A wheelchair user deploying a ramp, an older person using a rollator or a passenger carrying shopping may occupy the crossing for longer than an able-bodied pedestrian. The final design therefore requires a formal accessibility risk assessment and consultation with disabled users before approval.

A shared bus stop landing zone is fundamentally inadequate to meet the needs of passengers with disabilities, older persons, parents with buggies, and individuals with visual impairments. Rather than providing a safe and accessible boarding environment, it introduces additional hazards and unnecessary complexity into what should be a straightforward process.

For a passenger with reduced mobility, boarding a bus from a shared landing zone requires them to cross an active cycle track, relying on approaching cyclists to recognise their presence and yield appropriately. Only once the cycle track has been safely negotiated can the bus ramp be deployed, after which a wheelchair user or person with a child's buggy must correctly position themselves to align with the ramp before boarding. Each of these additional steps introduces potential delay, uncertainty, and risk.

For people with visual impairments, the requirement to cross a live cycle lane before reaching the bus presents a significant safety concern. Detecting approaching cyclists can be difficult or impossible, particularly where cyclists travel at speed or fail to yield. The design therefore creates an avoidable conflict between vulnerable pedestrians and cyclists at precisely the point where accessibility should be maximised.

The purpose of accessible public transport infrastructure is to remove barriers, not create them. A shared bus stop landing zone transfers the burden of managing these conflicts onto the most vulnerable users, making independent and safe access to public transport more difficult. Such a design falls short of the principles of universal design and does not provide an equitable, safe, or dignified means of boarding and alighting from public transport. Bus stop infrastructure should be designed around the needs of passengers not cyclists. *The solution to conflict between users of bicycles and users of motor vehicles must not transfer the conflict zone to one between cyclists and pedestrians, particularly where this disproportionally affects disabled people* (quoted from Sight Scotland).

The final design therefore requires a formal accessibility risk assessment and consultation with disabled users before approval and needs to take inputs from the BS8300-1:2018 which states that pedestrians should have access to and from the bus stop without crossing cycle routes. In March 2024 Living Streets published its research report "Inclusive design at bus stops with cycle tracts" and in September 2024 Guide Dogs commissioned the University of London to conduct research on the impact of cycling infrastructure including bus stop bypasses and shared use bus boarders on disabled people and published "Designing for Inclusion". The latter two documents assisted the Department for Transport, UK, in placing a pause on specific bus stop designs in its published statutory guidance "Floating Bus Stops Provision and Design", published on 26 January 2026.

4.3 Uncontrolled crossings

Several raised crossings are described as uncontrolled. Raised surfaces may slow vehicles and provide level access, but they do not give pedestrians a signal-controlled phase. Older people often need more time to judge gaps, and people with visual, cognitive or mobility impairments may find informal negotiation with drivers difficult.

Where pedestrian flows are high, vehicle speeds remain variable, or the crossing serves a bus stop or important desire line, the Council should explain why an uncontrolled crossing is appropriate and whether a controlled crossing would better satisfy the whole-journey accessibility objective.

4.4 Crossing times and waiting areas

The documents identify the locations and widths of controlled crossings but do not provide signal timings, pedestrian clearance times, audible signals, rotating tactile cones, push-button heights or waiting-area dimensions.

These details are essential for older people who walk slowly, people using wheelchairs or rollators, blind and partially sighted users, and people who require additional processing time. The Council must publish the assumed walking speed used in signal design and confirm that requests for extended crossing time can be accommodated.

The IWA has noted in its review of DMURS that: *In the discussion of crossing design, there is no mention of protection of pedestrians (particularly people with disabilities) from cyclists in the crosswalks mentioned. Instead, we see a prioritisation of cyclists within the mandatory design manual, 'designers should: optimise pedestrian movement, with pedestrian cycle times of no more than 90 seconds at traffic signals.' Yet, walking speeds for pedestrians differ widely based on age and disability.*

4.5 Bollards and filtered permeability

Filtered permeability at Laurence Avenue is to be created using kerb build-outs and bollards. Such measures can reduce traffic but can also create barriers if the clear spacing is insufficient, if bollards have poor tonal contrast, or if the route requires tight manoeuvring.

The design should accommodate larger mobility scooters, powered wheelchairs, adapted cycles and people travelling with a guide dog or personal assistant. Bollards should be detectable, well contrasted and positioned so they do not create a collision risk for visually impaired people.

4.6 Footpath width, obstructions and pinch points

The scheme generally proposes 2.0 metre footpaths, but the drawings also indicate constrained sections, guardrails, bus shelters, signs, lighting columns, tree pits and drainage features. The usable clear width may therefore be less than the nominal footpath width.

A clear width of around 2.0 metres permits two wheelchairs to pass comfortably, while narrower sections can force users to wait or enter conflict areas. The Council should provide a schedule of minimum unobstructed widths at every pinch point, rather than relying only on nominal cross-section dimensions.

4.7 Tactile paving and legibility

Tactile paving is proposed, which is positive. However, the documents do not provide a complete tactile-paving layout for all transitions between segregated, shared and mixed-traffic environments.

Inconsistent or excessive tactile paving can be confusing and uncomfortable for wheelchair users, while insufficient tactile information can leave blind users unsure of the pedestrian route. The final design should be independently audited for consistency, tonal contrast and correct use of each tactile surface.

Concerns about the use of flat-top tactile paving have been raised in relation to Mill Street and on the Straffan Road at the entry to the Greenways particularly from the users of rollators and mobility scooters who stated that traversing the tactile paving was most uncomfortable and the wheels of the rollators and scooters got stuck causing the rollator to flip over. This is causing these users to use the cycle lanes to avoid the tactile paving. It is deeply concerning that the NTA proposes the use of this type of tactile paving within the Celbridge Road Active Travel Scheme, given the well-documented issues associated with its application.

4.8 Resting places, seating and shelter

The route is approximately 1.2 kilometres. The supplied documents do not clearly identify a continuous programme of accessible seating or rest points. Older people and people with limited stamina may be unable to walk the full distance without stopping.

Respite seating should be provided at suitable intervals, with backs and armrests, space for a wheelchair beside the seat, good lighting and shelter where practicable. Resting places should not reduce the clear pedestrian route.

4.9 Surface quality, gradients and drainage

Raised tables and continuous crossings can improve level access, but poor construction tolerances, ponding, abrupt transitions or uneven tactile paving can create trip hazards and discomfort. Mobility scooters and wheelchairs are particularly affected by crossfall, rutting and utility covers.

The final design should specify maximum longitudinal gradient, crossfall, upstand, joint tolerance and drainage performance. A post-construction accessibility inspection should be required before opening.

4.10 Construction-stage accessibility

The estimated construction period is 12 to 18 months. Temporary routes, bus-stop relocations, noise, barriers and changing layouts can disproportionately affect older and disabled residents. Lessons need to be learned from the numerous complaints about the lack of accessibility during the recent construction in Mill Street.

The documents do not provide a detailed accessible construction phasing plan. Temporary footpaths should remain level, well lit, clearly signed and wide enough for wheelchairs. Any temporary crossing or bus-stop relocation should be assessed for step-free access and walking distance. Advance information should be available in accessible formats. The Council should liaise with the local Access Group, schools, residents' associations and relevant community groups.

4.11 Cognitive accessibility and wayfinding

The scheme introduces several different environments: segregated cycle tracks, shared spaces, shared streets, raised crossings, toucan crossings and filtered-permeability points. Frequent changes in layout can be difficult for autistic people, for people with dementia, learning disabilities or acquired brain injury.

The route should use consistent design cues, simple signage, clear tonal contrast and predictable crossing arrangements. Unnecessary visual clutter should be avoided.

4.12 Emergency, community and car-based access

Some older and disabled residents depend on carers, taxis, community transport, accessible parking, home deliveries and door-to-door assistance. Changes to traffic circulation may increase journey length or make pick-up and drop-off less convenient.

The Council should assess accessible taxi and community-transport movements, informal carer drop-off, ambulance access and Blue Badge parking needs. The present documents do not provide a disability-specific access and egress assessment.

5. Evidence Gaps in the Current Application

- No published independent Universal Design or Disability Access Audit.
- No published Equality Impact Assessment addressing older and disabled people.
- No evidence of structured consultation with local disability organisations, older-person groups, wheelchair users, blind or partially sighted people, or Deaf users.
- Final bus-stop layouts are deferred to detailed design.
- No published walking-distance comparison for residents affected by bus-stop consolidation.
- No signal-timing, audible-signal or tactile-cone details.
- No complete schedule of unobstructed footpath widths and pinch points.
- No clear seating and rest-point strategy.
- No disability-specific construction access plan.
- No post-opening accessibility monitoring plan.

6. Recommendations

1. Commission an independent Universal Design and Disability Access Audit before the Part 8 scheme is finalised.
2. Undertake direct engagement with local disability groups, older-person organisations and residents who use wheelchairs, mobility scooters, guide dogs and walking aids.
3. Minimise shared pedestrian-cycle space and provide physical segregation.
4. Do not approve the final bus-stop arrangement until an accessibility risk assessment demonstrates safe boarding and alighting for blind, partially sighted, deaf, mobility-impaired and cognitively impaired passengers while taking on board the recent statutory guidance document issued by the Department for Transport, UK.

5. Assess the increased walking distance caused by merging the Rail Park and Rockfield Manor stops and retain additional stops where necessary for accessibility.
6. Publish signal timings and provide audible signals, tactile cones and accessible push buttons at controlled crossings.
7. Specify a minimum clear footway width at every location, measured after signs, poles, shelters, guardrails, planting and street furniture are installed.
8. Provide accessible seating with backs and armrests at regular intervals and at bus stops.
9. Provision of a comprehensive programme of education and training for cyclists and e-scooter users to include disability awareness, road etiquette and respect for other vulnerable road users.
10. Ensure bollard spacing and layout accommodate powered wheelchairs, large mobility scooters, adapted cycles and guide-dog users.
11. Prepare an accessible construction management plan covering temporary footways, temporary bus stops, lighting, information formats and resident assistance.
12. Require a pre-opening accessibility inspection and post-opening reviews at six and twelve months, with a funded process for corrective works.

8. Conclusion

The scheme has the potential to improve accessibility through smoother footways, level side-road crossings, tactile paving, lower traffic speeds and additional controlled crossings. These are meaningful benefits.

However, accessibility cannot be judged from individual features alone. A route may contain accessible components yet remain difficult or intimidating because of shared use, cycle interaction at bus stops, longer walking distances, uncontrolled crossings, street clutter or construction disruption.

The current documents express a strong commitment to universal accessibility but leave several critical details unresolved. For older people and persons with disabilities, those details determine whether the scheme enables independent travel or creates new barriers.

KCC-C485-65

Irish Cycling Campaign
The Tailors' Hall
Back Lane
Dublin D08 X2A3

www.irishcyclingcampaign.ie
info@irishcyclingcampaign.ie
The Member for Ireland of ECF, the European Cyclists' Federation

Addressee: Kildare County Council

Date: 5th August 2026

Title: Proposed Celbridge Road Active Travel, Maynooth Part 8

Introduction

The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the national advocacy body for cycling in Ireland with Local Groups operating on a countrywide basis. It is the Irish member of the European Cyclists' Federation and a member of the Irish Environmental Network.

Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking. We promote cycling as an integral part of both our natural and built environments—a practical and sustainable way to encourage physical activity and social cohesion in our daily lives.

The Irish Cycling Campaign (ICC) welcomes these proposed active travel and bus transport improvements along Celbridge Road and environs in Maynooth, leading to 2 major school locations. Overall the proposed design standards comply with the Cycle Design Manual (CDM), and are of an acceptable standard, with some exceptions. We also welcome the overall quality of the scheme presentation and accompanying documentation.

We have a number of comments on the proposed scheme, which we outline below

2 General Comments

2.1 Positive Elements

Overall we welcome the layout and detail of this proposed scheme, which will enhance facilities and options for movement of pedestrians and cyclists, in particular, as well as improvements for bus users. In particular we welcome:

- The improved permeability links into Rail Park and between Laurence Avenue and Celbridge Road, which provide alternative walking and cycling options for active travellers.
- The provision of filtered permeability on Laurence Avenue, and its closure to through motor vehicles
- The proposed improved side road junctions, providing continuous at-level linkage for pedestrians and cyclists across the junctions
- The provision of segregated bike/pedestrain tracks of reasonable width along Celbridge Road
- The provision of 3 Toucan crossings, including one upgrade of an existing pedestrian crossing.
- The provision of safe pedestrian and cycling access to the 2 schools at the southern end of the scheme, from the Straffan Road direction
- The relocation and improvement in the bus stops for Rail Park & Rockfield to CDM standard TL202 - but see comment below in Section 2.2
- The decision to provide a carriageway width of 3.125 metres in recognition of Celbridge Road being an important bus corridor.

2.2 Issues to be Addressed

There are a number of aspects of the proposed scheme that we have the following comments on, to suggest potential improvements.

- While acknowledging the proposed improved permeability links from the Straffan Road to link with Celbridge Road we fail to understand why the scheme limits have not been extended along Celbridge Road to link with the Straffan Road? We suggest that this omission needs to be reconsidered?
- Similarly at the southern end of the scheme, it is difficult to comprehend why the present proposal does not extend at least as far as the Griffin Rath Manor junction, in order to provide safe pedestrian and cycle access to residents of the nearby housing estates?
- Further to the above bullet point, we suggest that the existing bus stops outside the southern boundary of the Maynooth Educate Together should also be considered for relocation as part of this scheme to more directly serve both the Gaelscoil, and the Educate Together school?
- We are disappointed that no further permeability openings, or access points for pedestrians and cyclists are proposed between Laurence Avenue and Celbridge Road, to

encourage greater levels of active travel, particularly in terms of accessing the local schools.

- As Section 4.2.2.2 of the CDM states *'Facilities where pedestrians and cyclists share the same space should be avoided, if possible'*. Shared spaces are disliked by both pedestrians and cyclists, as they lead to increased conflict. We note in particular the decision to include the space outside both schools on Celbridge Road, as shared space. This decision appears to be based on possible design proposals for the Maynooth Eastern Ring Road, which the general public is not privy to at this stage?
  We urge the review of the design elements outside both schools to include segregated facilities for cyclists and pedestrians, and to include this segregation as part of any ongoing future link to the eastern ring road..

3 Summary/Conclusion

As outlined above, the Irish Cycling Campaign are generally supportive of the proposed active travel scheme for this section of the Celbridge Road. However, we have requested a number of design reconsiderations as follows:

- Review scheme extents to include Straffan Road junction on northern end and Griffin Rath Manor junction on the southern end
- Include review of bus stop locations and design,outside Educate Together school, as part of the scheme
- Ideally remove shared space designs as part of the design proposals, in line with CDM advice
- Include further access/permeability openings to St Laurence Avenue as part of the scheme design.

[redacted]
Irish Cycling Campaign
[redacted]
www.irishcyclingcampaign.ie

KCC-C485-80

An Taisce
The National Trust for Ireland
5 Foster Place
Dublin 2, Ireland
D02 V0P9

20260805-09-PT8

Kildare County Council,
Planning Department,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare.

Submitted via online consultation portal.

5th August 2026

Re: Proposed Celbridge Road Active Travel Scheme, Maynooth.

A Chara,

An Taisce wishes to make the following observations on the above scheme.

We would like to express our support for the proposed active travel scheme, which places pedestrians and cyclists at the heart of place-making and urban design, in accordance with the Design Manual for Urban Roads and Streets and the National Sustainable Mobility Policy. It also furthers Ireland's efforts to decarbonise our transportation sector and encourages a modal shift from private vehicle dependency towards active travel modes of transport. This assists in achieving a more mobile and healthy society, while improving air quality and climate health via emissions reduction.

The layout of the scheme also sets a good urban design precedent for protecting vulnerable cyclists and pedestrians from vehicles via segregated paths, cycleways and roads. It should be ensured that the provisioning of appropriate segregation features maximises cyclist safety and allows for sufficient cycling widths to ensure that adequate prioritisation of cyclists is in effect. Best practice examples from other jurisdictions should be examined to ensure that these safety design aspects are to the highest standard. Vehicle speed limits should also be proportional to pedestrian and cyclist safety and to enhance the attractiveness of the public realm.

We would also emphasise the importance of integrating urban greening into active travel schemes via the retention and installation of trees where feasible, the integration of nature-based drainage solutions such as rain gardens, as well as allowing space for wildflower meadows to develop. This allows for enhancement of the urban space by increasing urban greening which adheres to Article 8 of the EU Nature Restoration Law (NRL) by increasing the proportion of greening within urban spaces, with a non-deterioration obligation under Article 8(1) and an increase in total green space obligation post-2031 under Article 8(2). Article 10 of the NRL seeks a reversal in the decline of pollinator

populations by 2030 at the latest and an increasing trend thereafter. The latest All-Ireland Pollinator Plan 2026-2030 seeks the creation of pollinator-friendly habitat every 200 metres across the country. Such measures also contribute towards climate adaptation and flood attenuation by reducing urban heat island effects and flooding risk associated with extensive impermeable hard surfacing.

Please acknowledge our submission and advise us of further consultation periods.

Is mise le meas,

[redacted]

An Taisce – The National Trust for Ireland

An Roinn Aeráide, Fuinnimh agus Comhshaoil
Department of Climate, Energy and the Environment

Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

Kildare County Council,
Aras Chill Dara,
Devoy Park, Naas.
Co. Kildare. W91 X77F

21 July 2026

Re: Proposed Celbridge Road Active Travel Scheme, Maynooth
Your Ref: P82026.02
Our Ref: 26/163

Dear Sir/Madam,

Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.

With reference to your email received on the 30 June 2026, concerning the proposed Celbridge Road Active Travel Scheme, Maynooth, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution).

For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic as illustrated below:

Land and soils
Soil • Subsoils (Quaternary Geology) • Tellus Geochemistry • Geotechnical *Geology* • Bedrock • Geophysics • Bedrock & Quaternary 3D

Water
Groundwater • Aquifers GW vulnerability, GWPSs (GWPPs) • Karst *Surface water* • Tellus Geochemistry *Estuarine & marine waters* • Marine and coastal *Flooding* • GWClimate

Climate Change
Carbon accounting / Carbon balance • Geothermal • Carbon capture and storage *Climate change trends* • National coastal change assessment

Cultural Heritage
Archaeology • Cherish *Underwater Archaeology* • Shipwrecks

Material Assets
Built Services • Natural resources (Minerals & Aggregates) • Active quarries

The Landscape
Landscape Appearance & Character • Physiographic units *Historical landscapes* • Historic mines

Other Relevant Data		
Natural (Geo) hazards • Landslide Susceptibility Mapping • Groundwater flooding • Coastal vulnerability • Subsidence • Radon	*Natural heritage* • Geoheritage (County Geological Sites) • Dimension Stone/Stone Built Ireland	

Other Comments

Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie.

If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.

Yours sincerely,

Dr. Clare Glanville
Senior Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

Trish Smullen
Geologist
Geoheritage and Planning Programme
Geological Survey Ireland

The publicly available data referenced/presented here, should in no way be construed as Geological Survey Ireland support for or objection to the proposed development or plan. The data are made freely available to all and can be used as independent scientific data in assessments, plans or policies. It should be noted that in many cases these data are a baseline or starting point for further site-specific assessments.

An Garda Síochána

Seirbhísí Corparáideacha
Ceanncheathrú An Gharda Síochána
Páirc an Fhionnuisce
Baile Átha Cliath 8
D08 HN3X

Teileafón/Tel: (01) 666 1253

Corporate Services
Garda Headquarters
Phoenix Park
Dublin 8
D08 HN3X

Láithreán Gréasain/Website: www.garda.ie Ríomh-phoist:/Email: corporate.services@garda.ie

Bí linn/Join us

Dáta/Date : 03 July 2026

HQCSO_1-261134/26

FAO
M. McLoughlin,
Transport Mobility& Open Spaces Department,
Kildare County Council,
Devoy Park,
Naas,
Co. Kildare,
W91 X77F.

Kildare County Council
TRANSPORT
22 JUL 2026
Received

RE: Your correspondence.

To whom it concerns,

On behalf of Assistant Principal, Corporate Services please be advised that your correspondence to the Commissioner on 19th June 2026 has been received.

Your correspondence has been forwarded to the Office of the Assistant Commissioner, Eastern Region who has responsibility for policing in your area, for their consideration and attention.

Please contact the Office of the Assistant Commissioner, Eastern Region, An Garda Síochána, Government Buildings, Hebron Road, Kilkenny, R95A668, or email AssistantCommissioner_East@garda.ie should you have any further queries on this matter.

Yours sincerely,

C. Byrne, Assistant Principal

APPENDIX E
THIRD PARTY SUBMISSIONS
(ATTACHMENTS)

Consultation Portal Ref. No.	Name	Attachment
KCC-C485-1	Michael Barry	No
KCC-C485-2	Martin O'Leary	No
KCC-C485-3	Maria Whelan	No
KCC-C485-4	Deirdre Wafer	No
KCC-C485-5	Elizabeth Wilson	No
KCC-C485-6	Aisling Nodwell	No
KCC-C485-7	Bry Johnston	No
KCC-C485-8	David T	No
KCC-C485-9	Judith Chacon	No
KCC-C485-10	Paul Barry	No
KCC-C485-12	Ciaran Bonner	No
KCC-C485-13	Brian Dombrowski	No
KCC-C485-14	Ciaran O'Driscoll	No
KCC-C485-15	Siddhi M	Yes
KCC-C485-16	Fiona Dunne	No
KCC-C485-17	Ali Sheridan	Yes
KCC-C485-18	Paul Mitchell	No
KCC-C485-19	Joseph Bonham	No
KCC-C485-20	Killian Donnelly	No
KCC-C485-23	Gráinne O’Rourke	No
KCC-C485-24	Patricia O Connor	Yes
KCC-C485-25	Stuart Harper	No
KCC-C485-26	James Kelly	No
KCC-C485-27	Eoghan Dunne	No
KCC-C485-28	Sheila Furey	No
KCC-C485-29	Karen McManus	No
KCC-C485-30	Barbara Wright	No
KCC-C485-31	Anna Zarubina	Yes
KCC-C485-32	Ann Howley	No
KCC-C485-33	Ciaran Gallagher	Yes
KCC-C485-34	Pat O Rourke	No
KCC-C485-35	Mercedes O Rourke	No
KCC-C485-36	Dermot O'Rourke	No
KCC-C485-37	Colm O Rourke	No
KCC-C485-38	Peadar Ó Fearghaile	Yes
KCC-C485-39	Coonan Estate Agents	Yes
KCC-C485-40	Eilís O' Malley	Yes
KCC-C485-41	Brendan Keegan	Yes
KCC-C485-42	Tom Swift	No

Consultation Portal Ref. No.	Name	Attachment
KCC-C485-43	Seán Kennedy	Yes
KCC-C485-44	Patrick Kennedy	Yes
KCC-C485-45	Ciara Regan	Yes
KCC-C485-46	Aaron Regan	Yes
KCC-C485-47	Áine Hearns Kennedy	Yes
KCC-C485-48	Dave Regan	Yes
KCC-C485-49	Cathy O'Neill	Yes
KCC-C485-50	Michael Kiersey	Yes
KCC-C485-51	Mary Geraghty	Yes
KCC-C485-52	Marion Keegan	Yes
KCC-C485-53	Rachel Grimes-Doyle	Yes
KCC-C485-55	Sinead Claxton	No
KCC-C485-56	Vivian O Brien	No
KCC-C485-57	Kevin Shiels	No
KCC-C485-58	Patrick Holmes	No
KCC-C485-59	Joseph Keenan	No
KCC-C485-60	Lucy Cradden	No
KCC-C485-61	Matthew Beckingham	No
KCC-C485-63	Josephine Downes	Yes
KCC-C485-66	Ciaran Gallagher	No
KCC-C485-67	Gustavo Basilio	No
KCC-C485-68	Madeleine Mc Namara	No
KCC-C485-69	Francis Mullany	No
KCC-C485-70	Jerry Bradley	No
KCC-C485-71	Maynooth Community Council	Yes
KCC-C485-72	Peter Hamilton	No
KCC-C485-73	Noilin Ohora	No
KCC-C485-74	Maynooth Cycling Campaign	Yes
KCC-C485-75	Michelle Maguire	Yes
KCC-C485-76	Julie Halpin	No
KCC-C485-77	Martin Maguire	Yes
KCC-C485-78	Phyllis Stewart	Yes
KCC-C485-81	James Kelly	No
KCC-C485-82	Mike Ahern	Yes
KCC-C485-83	Michael Mooney	No
KCC-C485-84	Kevin O Brien	No
KCC-C485-85	Catherine Plunkett	No
KCC-C485-86	R. O'Riordan	Yes

KCC-C485-15



sure of Laurence Avenue to through vehicular traffic and provision of filtered permeability for pedestrians



KCC-C485-17

24 July 2026

Senior Executive Officer
Transport, Mobility and Open Spaces Department
Kildare County Council
Áras Chill Dara
Devoy Park
Naas
Co. Kildare
W91 X77F

Re: Proposed Celbridge Road Active Travel Scheme, Maynooth – Planning Reference: P82026.02

Dear Sir/Madam,

I wish to express my strong support for the Proposed Celbridge Road Active Travel Scheme and respectfully urge Kildare County Council to proceed with the project as proposed.

This scheme has been sought by the Maynooth community for well over twenty years. Its delivery is long overdue and represents an important investment in the town's future, improving safety, accessibility, public health and environmental sustainability.

The Celbridge Road is one of the busiest transport corridors in Maynooth, serving multiple schools, established residential areas, public transport and the significant new residential developments planned and under construction to the west of the town. It will also form an increasingly important link to the Maynooth Outer Orbital Route as the town grows. Despite its importance, it has never provided continuous, safe infrastructure for people walking, cycling, wheeling, scooting, pushing buggies or using wheelchairs. This proposal addresses that longstanding deficiency by creating a connected, protected route that will benefit people of all ages and abilities.

A particularly important benefit of the scheme is the provision of safe routes to school. Families should have genuine transport choices. Many parents currently drive children to school because walking or cycling on the existing road network is unsafe. The proposed segregated cycle tracks, improved footpaths, toucan crossings, school zones and enhanced crossings will make it much easier for students and families to walk, cycle or scoot safely. This will reduce school gate congestion, improve road safety and encourage healthier travel habits from an early age.

The schools along this corridor deserve particular recognition for their leadership and persistence in advocating for these improvements. For many years they have engaged constructively with the Council through meetings, consultations, campaigns and community initiatives to highlight the need for safer access for pupils. Their commitment to creating a safer environment for children has been exemplary, and it is now time to deliver the infrastructure they have long championed.

Safety is perhaps the strongest argument for proceeding with the scheme. Over many years there have been a number of accidents and near misses along this corridor involving people walking and cycling, particularly around school times and at junctions and crossing points. These incidents demonstrate that the existing road layout does not adequately cater for vulnerable road users. It should not take a more serious incident before improvements are made. The proposed segregated cycle tracks, upgraded crossings, school zones and traffic-calming measures will significantly improve safety for everyone using the route.

Significant new residential developments are planned and under construction on the western side of the town. It is vital that these neighbourhoods are connected to schools, shops, public transport, employment and recreational facilities through high-quality active travel infrastructure from the outset. Providing this connectivity now will help avoid locking future residents into unnecessary car dependency and ensure that sustainable transport becomes the natural choice for many everyday journeys.

From a climate perspective, the scheme is exactly the type of infrastructure that local authorities should be delivering. Ireland has declared a climate emergency and has committed to reducing greenhouse gas emissions across the transport sector. Transport remains one of the largest sources of emissions. Making walking, cycling and wheeling safe, convenient and attractive is one of the most effective ways to reduce short car journeys, lower fossil fuel consumption, improve local air quality and contribute towards achieving national and local climate objectives.

Reducing congestion is another significant benefit. Every journey made by foot, bicycle or scooter instead of by car frees road space for those who genuinely need to drive, including public transport, emergency services, deliveries and people with mobility needs. Well-designed active travel infrastructure therefore benefits all road users, not just cyclists and pedestrians.

I also welcome the inclusion of filtered permeability, upgraded crossings, improved bus stop arrangements and better integration with surrounding streets. These measures will improve connectivity throughout the area and create a more coherent, accessible and attractive transport network.

While the removal of some mature trees is regrettable, I note that the proposal provides for compensatory planting of more trees than are being removed. This represents a balanced approach that allows the delivery of essential public infrastructure while maintaining and enhancing the area's tree canopy over time. The wider environmental benefits of the scheme should also be recognised. Enabling more people to walk, cycle and wheel instead of making short car journeys will reduce fossil fuel consumption, greenhouse gas emissions, air pollution and noise, while contributing positively to biodiversity through improved environmental quality and the additional tree planting proposed as part of the scheme.

Overall, this project represents good planning and a long-term investment in Maynooth's future. It aligns with national policy objectives promoting sustainable transport, healthier communities, improved road safety, climate action and compact urban development. Most importantly, it will

give residents including children, older people and those with disabilities, a safe and practical alternative to the private car for everyday journeys.

I strongly encourage Kildare County Council and the elected members to approve and deliver the Proposed Celbridge Road Active Travel Scheme without delay. After more than two decades of discussion, planning and advocacy, the people of Maynooth deserve to see this important project delivered.

Yours faithfully,

[redacted]

KCC-C485-24

TO:
Senior Executive Officer,
Transport, Mobility and Open Spaces Department,
Kildare County Council, Áras Chill Dara,
Devoy Park, Naas, Co. Kildare, W91 X77F

DATE: 28th July 2026
SUBMISSION METHOD: Online via consult.kildarecoco.ie

RE: SUBMISSION / OBJECTION – Part 8 Planning Ref P82026.02

Proposed Celbridge Road Active Travel Scheme, Maynooth
(Focusing on the Upgraded Shared Link connecting Rail Park to Straffan Road & Proposed Shared Street Layout)

SUBMITTER DETAILS:

- [redacted]

- **Status:** Resident – immediately adjacent to the proposed works

Dear Sir / Madam,

I am writing as a resident living directly adjacent to the proposed works at the Rail Park / Straffan Road link to submit a formal observation regarding the Proposed Celbridge Road Active Travel Scheme (Planning Ref: P82026.02).

While we fully support the broader goals of improving active travel infrastructure in Maynooth, the current design for the upgraded shared link connecting Rail Park to Straffan Road directly impacts our residential boundary and creates severe concerns regarding medical amenity, noise, privacy, and safety.

1. Direct Impact on Medical Well-being & Residential Amenity

My husband lives with Parkinson's disease, a progressive neurological condition. Maintaining a calm, quiet, and low-stress environment is a medical necessity for his health, sleep, and overall well-being, as external stress, sudden noise, and sleep disruption directly aggravate his physical symptoms.

Converting the quiet residential lane running directly along our side/rear boundary wall into a high-volume active travel arterial route will bring continuous foot, bicycle, and e-scooter traffic within feet of our living space. Without substantial, high-specification physical sound mitigation, the resulting ambient noise, chatter, and footfall will severely impact his quality of life and diminish our ability to maintain a peaceful, supportive home environment for his care.

2. Community Alignment & Targeted Mitigation

We live in a very close-knit community in Rail Park, and we strongly believe that solutions should be fair to all residents. We do not wish for path alignments to simply be pushed closer to our neighbors' properties. Instead, we are requesting reasonable, targeted mitigation measures along our property boundary that allow the overall scheme to proceed while fully protecting vulnerable adjacent residents.

3. Safety & Design Concerns

In addition to noise and amenity concerns, the current layout raises key planning and safety issues:

- **Unsegregated Shared Surface:** Mixing pedestrians, cyclists, and fast-moving e-scooters on a single shared surface along a narrow residential lane creates significant collision hazards, particularly near private boundary walls and entry points where sightlines are constrained.
- **Light Intrusion & Privacy:** Any elevated or high-intensity public street lighting positioned along the upgraded lane risks directly spilling into our adjacent living rooms and bedrooms, further disturbing rest and privacy.

4. Specific Requested Modifications / Planning Conditions

Before this Part 8 proposal is finalized or presented to elected members, we formally request that Kildare County Council incorporate the following specific modifications into the final scheme design:

- **Construction of a High Acoustic Boundary Wall:** Erect a high-specification acoustic wall along our property boundary running adjacent to the upgraded lane. This is essential to absorb active travel traffic noise, safeguard my husband’s medical well-being, and restore visual privacy to our home.
- **Speed Calming & Tactile Warnings:** Implement speed-reduction measures for cyclists and clear tactile warning surfaces at key transition points along the shared link to protect pedestrians and residents exiting nearby access points.
- **Directional & Shielded Public Lighting:** Ensure all public lighting along the upgraded laneway is downward-facing, low-intensity, and fitted with light shields to prevent light intrusion into our adjacent windows.

Thank you for taking our personal circumstances, community consideration, and requested mitigation into account. We look forward to receiving confirmation of receipt of this submission and updates regarding the Chief Executive's report.

Yours sincerely,

[redacted]

_____

KCC-C485-31

[redacted]

1 August 2026

Senior Executive Officer,
Transport, Mobility and Open Spaces Department,
Kildare County Council,
Áras Chill Dara, Devoy Park,
Naas, Co. Kildare, W91 X77F

Re: Proposed Celbridge Road Active Travel Scheme, Maynooth – Planning Reference: P82026.02

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of Railpark I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

I support the general aim of improving walking and cycling safety on Celbridge Road, given the two primary schools on that road. However, I have significant concerns about how the current design impacts Railpark specifically, and I would ask the Council to reconsider the following points before proceeding.

1. Loss of green space

Green space provision on Railpark already falls well short of modern planning standards, by my estimate under 10%. The current proposal removes further green space and mature planting along the affected stretch. Given how limited existing provision already is, any further reduction is difficult to justify.

2. Inequitable distribution of impact

The proposal appears to retain green space and amenity in full on the opposite side of Celbridge Road, while placing the burden of space and tree loss disproportionately on Railpark. Railpark is home mainly to older residents who do not personally use cycling infrastructure, yet are being asked to give up the most in green space and amenity for a scheme from which they see little direct benefit. I do not believe this distribution of impact is fair or proportionate.

3. Increased traffic on Railpark

The proposal to convert the Railpark loop into a shared street for vehicles and cyclists risks increasing pedestrian and cycling traffic, as well as car traffic, through what is currently a quiet residential road. Railpark was not designed as a through route, and higher traffic volumes of all kinds raise genuine safety and amenity concerns for the households along it. This is made worse by the filtered permeability measures proposed to close off through-traffic on Laurence Avenue: car traffic that currently uses Laurence Avenue will need to find another route, and Railpark is a likely alternative, adding further to the volumes passing our homes. I also understand that cycle lane signage and markings are proposed along this stretch. Residents currently park along this footpath, and there is not enough width to accommodate a genuine cycle lane alongside that parking. Signed and marked cycle provision that does not have the physical width to match creates a false impression of safety for cyclists while doing nothing to separate them from parked and moving vehicles. This also creates a real collision risk where our homes have driveways directly onto this shared area: residents reversing or pulling out of their driveways have limited sightlines and may not see a cyclist passing in the shared space until it is too late. I would ask that this signage and lane marking be dropped, and Railpark be left as an ordinary residential street.

4. Opposition to closing Laurence Avenue to through traffic

I understand that residents in the area, including myself, do not support the proposed closure of Laurence Avenue to through traffic under this scheme. Beyond the traffic displacement onto Railpark set out above, this closure removes a route relied upon by local residents and would create further disruption and inconvenience for the surrounding community. I would ask that this closure be reconsidered or removed from the scheme.

5. Unnecessary new crossing on Railpark

The plans include a proposed raised uncontrolled crossing on Railpark itself. Traffic speeds on this road are already low and there is no demonstrated safety issue at this location to justify a new crossing. I do not believe this crossing is necessary and would ask that it be removed. As the crossing is raised, vehicles driving over it will also generate additional noise as they slow down and pass over the raised section, which would be a further disturbance for the houses closest to it.

6. Excessive noise from the proposed signalised toucan crossing

The plans also include a proposed signalised toucan crossing near the Railpark junction. Crossings of this type typically include audible pedestrian signals (beeping) that operate at all hours. Given how close this crossing is to residential properties, I am concerned about the ongoing noise this would create for nearby homes. I would ask that this crossing be relocated outside the Railpark area, to a location further from housing, or, if that is not possible, that a noise-mitigating fence or hedge be installed between the crossing and nearby homes.

7. Request for a noise and pollution buffer along our green area

This is the main point I would like the Council to address: with more traffic and new crossing infrastructure all proposed close to our homes, I am asking that a hedge or fence be installed along the boundary between the road and our homes, to act as a buffer against traffic noise and air pollution. A hedge or similar barrier has been needed here for a long time already. This green area is already limited, as set out above, and without a physical buffer it will continue to bear the brunt of noise and pollution, with no protection for the residents who use it. I would also ask that any existing trees on this green area be retained rather than removed. While not yet fully mature, they are already large enough to provide protection from noise and pollution, and removing them would set back that protection for years.

8. Shared space is the wrong safety standard for this entrance

Shared surfaces only work safely where genuine physical measures — tight geometry, raised tables, distinct surfacing — force very low vehicle speeds and volumes; without that, a shared designation is little more than paint and signage, and gives cyclists a false sense of protection while doing nothing to change driver behaviour. This is also inconsistent with the core purpose of the wider scheme: the whole justification for this project is to physically separate cyclists and pedestrians from vehicles for their safety, particularly for children travelling to the two schools. Applying a lower, unsegregated standard specifically at our entrance, where residents are reversing out of driveways with limited sightlines and where many residents are older with slower reaction times, undermines that same safety principle rather than extending it. I would also note that there is currently no footpath along this stretch on the Railpark side, and none of our houses are accessed from this side of Celbridge Road — access is entirely from within the Railpark loop itself. Pedestrians already have a walking route on the opposite side of the road, so a new footpath here would be redundant. As an alternative to the current layout, I would ask the Council to use this space for a single two-way cycle track on the Celbridge Road frontage nearest Railpark instead of adding a new footpath, buffered from our homes by the hedge or fence requested above, rather than splitting one-way cycle tracks across both sides of the road. This track should connect out to Celbridge Road right at the start of Railpark, so that cyclists join the segregated track immediately rather than travelling through Railpark itself. This would remove the need for any shared space within Railpark at all, along with the need for cycle provision, and the associated buffer strip and side-road crossings, on the Laurence Avenue side, which could instead retain a footpath only for pedestrians. Consolidating onto one side reduces the overall number of crossing points needed along this stretch, which is a genuine safety benefit, not just a space saving. I would also ask that the bus stop currently proposed at the Railpark junction be moved further away from the junction itself, reducing the amount of pedestrian and vehicle activity concentrated right at our entrance.

Alternative proposal

I would ask the Council to consider the following alternative approach, which I understand is also being raised by other residents in the area:

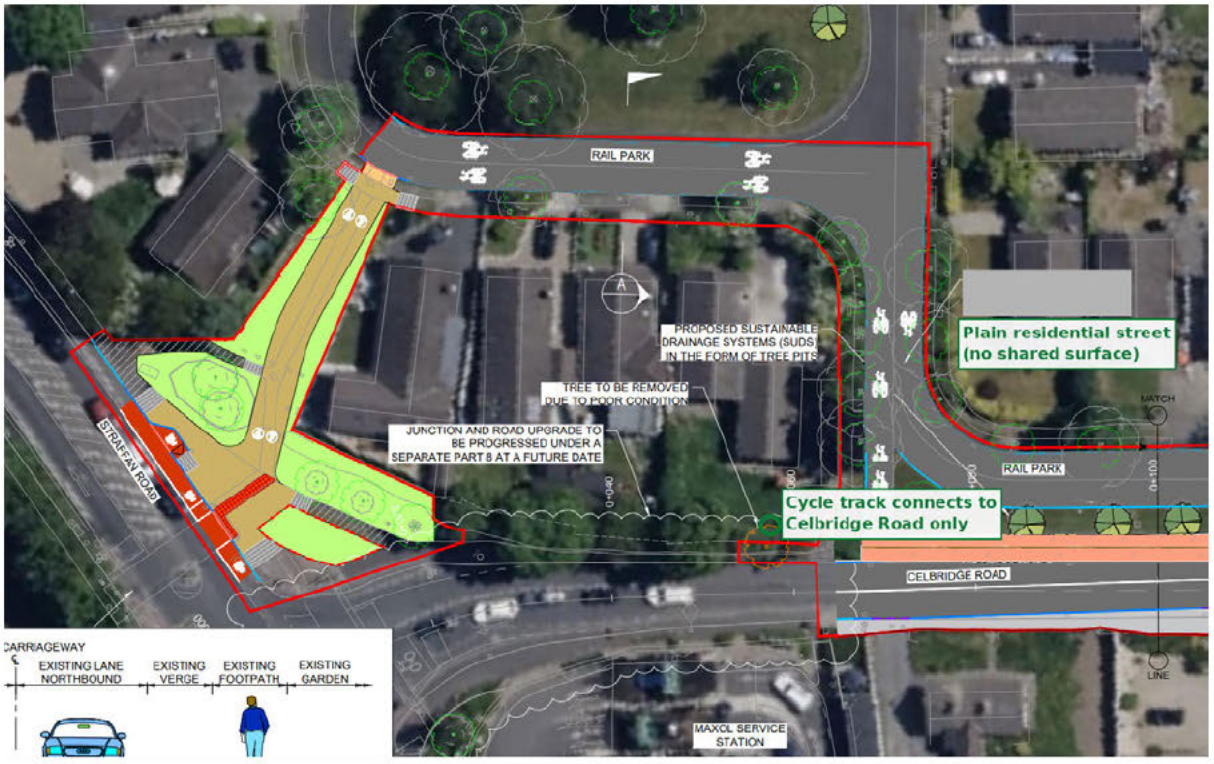
- **Install a hedge along the boundary of our remaining green area — a barrier that has been needed here for a long time already — to buffer residents from traffic noise and air pollution, and retain existing trees on this green area, which, though not yet mature, are already large enough to provide protection.**
- Drop the footpath proposed on the Railpark side of Celbridge Road and create a two-way cycle lane in its place, running along Celbridge Road to the end of the Railpark estate and connecting in right at the start of Railpark so no shared space is needed within the loop; keep the footpath on the Laurence Avenue side only; use the resulting space for both the cycle lane and the hedge buffer requested above; and move the proposed bus stop further from the Railpark junction.
- Retain existing mature trees and green space on Railpark wherever feasible, rather than removing them for the shared-street reconfiguration.
- Remove the proposed raised uncontrolled crossing on Railpark, given the absence of a demonstrated safety need at this location and the additional noise vehicles would generate passing over the raised section so close to nearby homes.

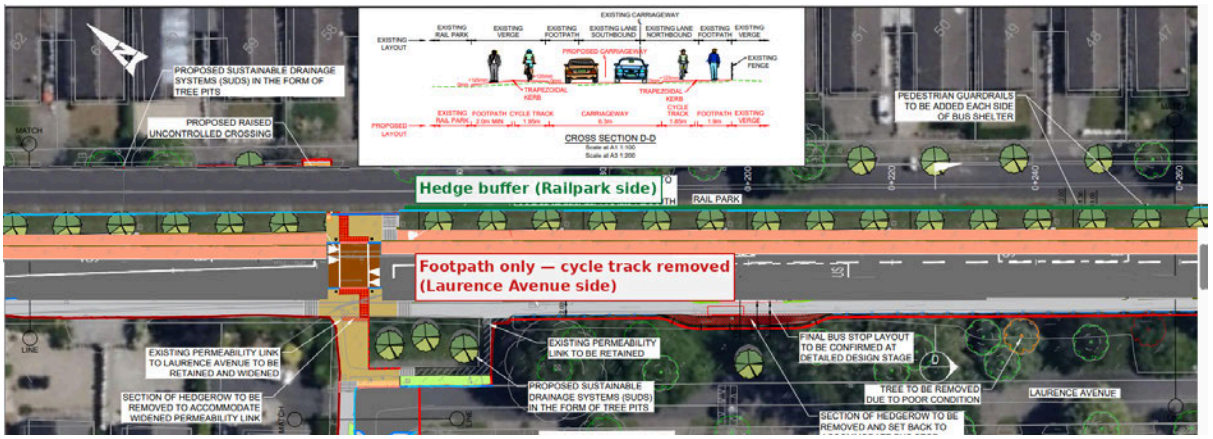
I would welcome the opportunity to discuss these concerns further and would ask that this submission be taken into account before a final decision is made.

Yours faithfully,

_____

[redacted]




PROPOSED SUSTAINABLE DRAINAGE SYSTEMS (SUDS) IN THE FORM OF TREE PITS
PROPOSED RAISED UNCONTROLLED CROSSING
CROSS SECTION D-D
Hedge buffer (Railpark side)
RAIL PARK
Footpath only — cycle track removed (Laurence Avenue side)
PEDESTRIAN GUARDRAILS TO BE ADDED EACH SIDE OF BUS SHELTER
EXISTING PERMEABILITY LINK TO LAURENCE AVENUE TO BE RETAINED AND WIDENED
SECTION OF HEDGEROW TO BE REMOVED TO ACCOMMODATE WIDENED PERMEABILITY LINK
EXISTING PERMEABILITY LINK TO BE RETAINED
PROPOSED SUSTAINABLE DRAINAGE SYSTEMS (SUDS) IN THE FORM OF TREE PITS
FINAL BUS STOP LAYOUT TO BE CONFIRMED AT DETAILED DESIGN STAGE
TREE TO BE REMOVED DUE TO POOR CONDITION
SECTION OF HEDGEROW TO BE REMOVED AND SET BACK TO
LAURENCE AVENUE

KCC-C485-33



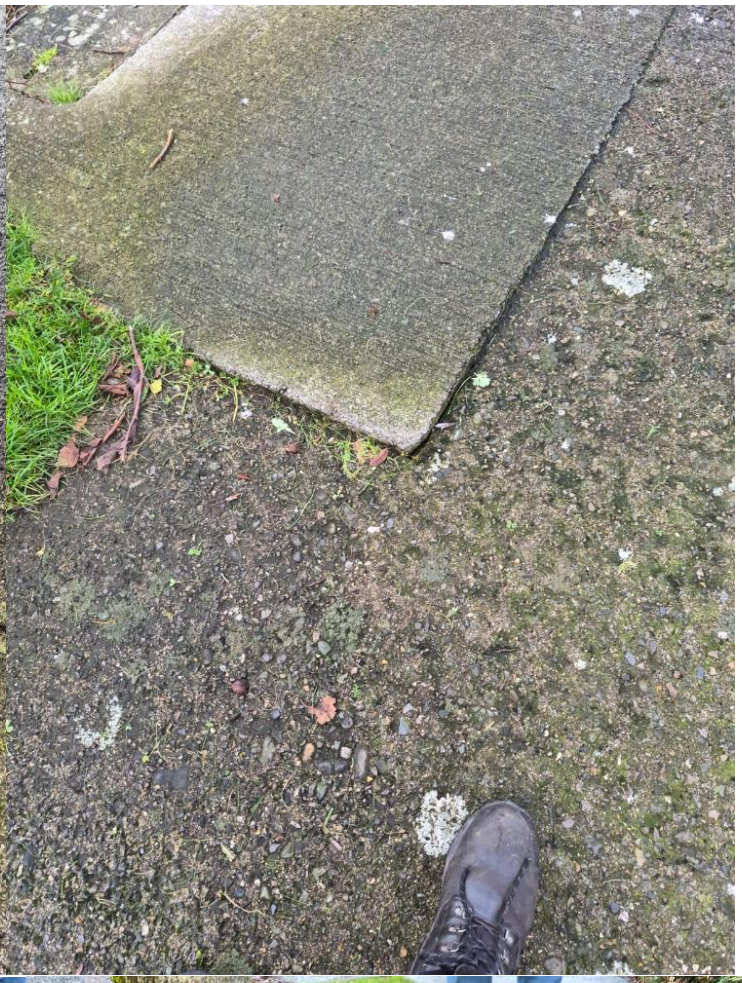


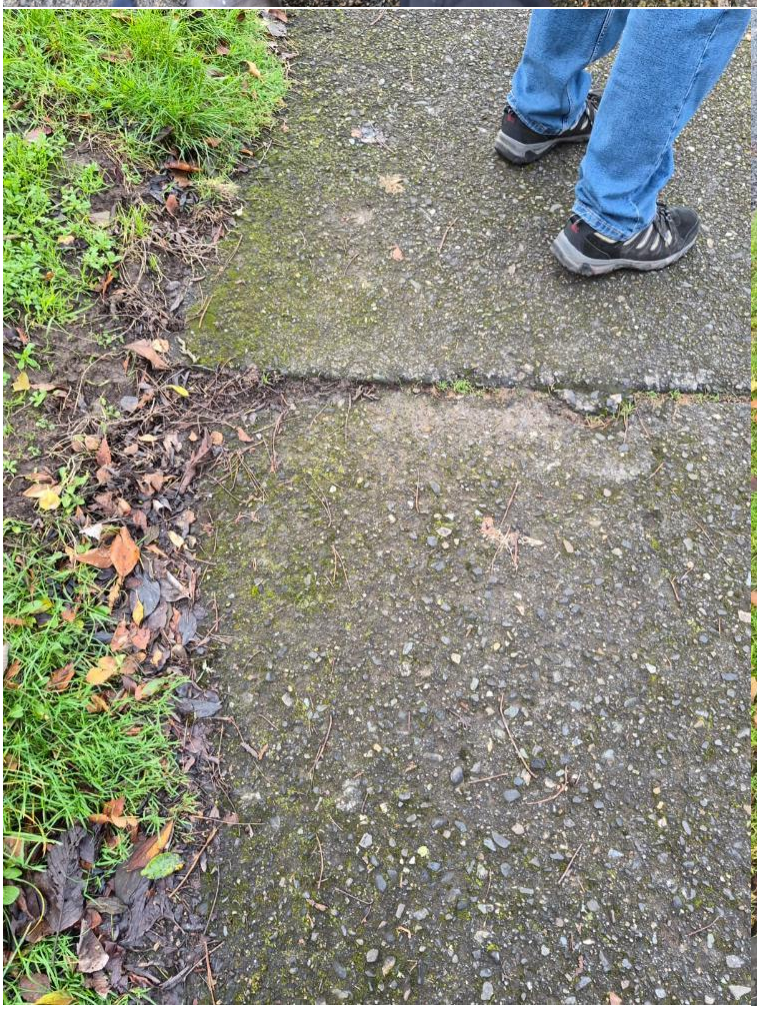












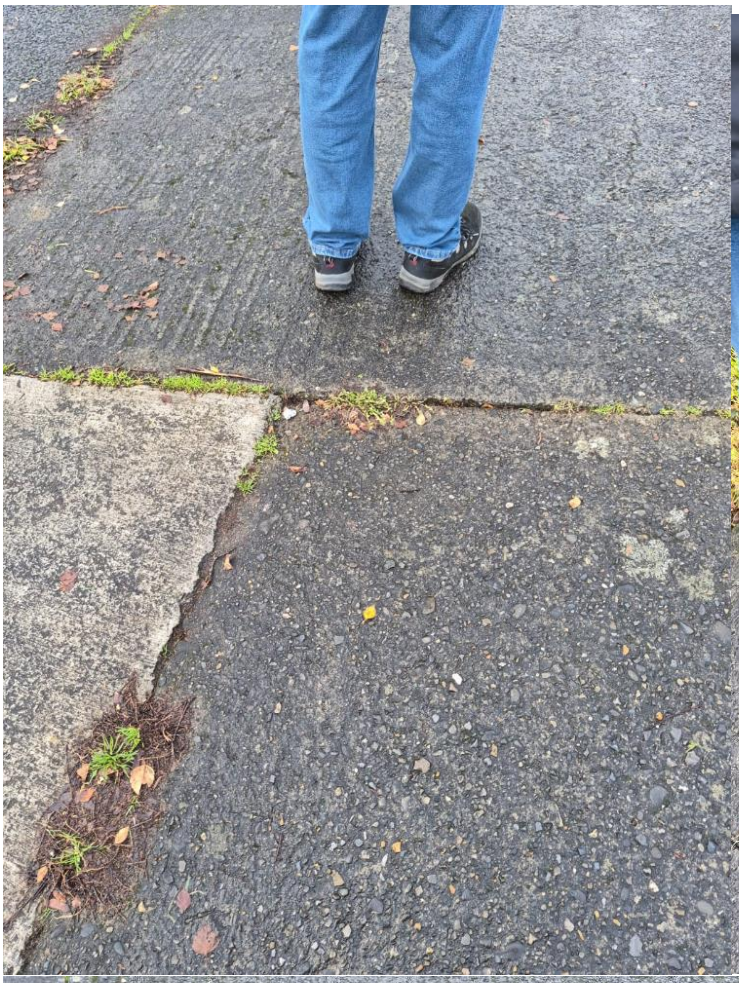




















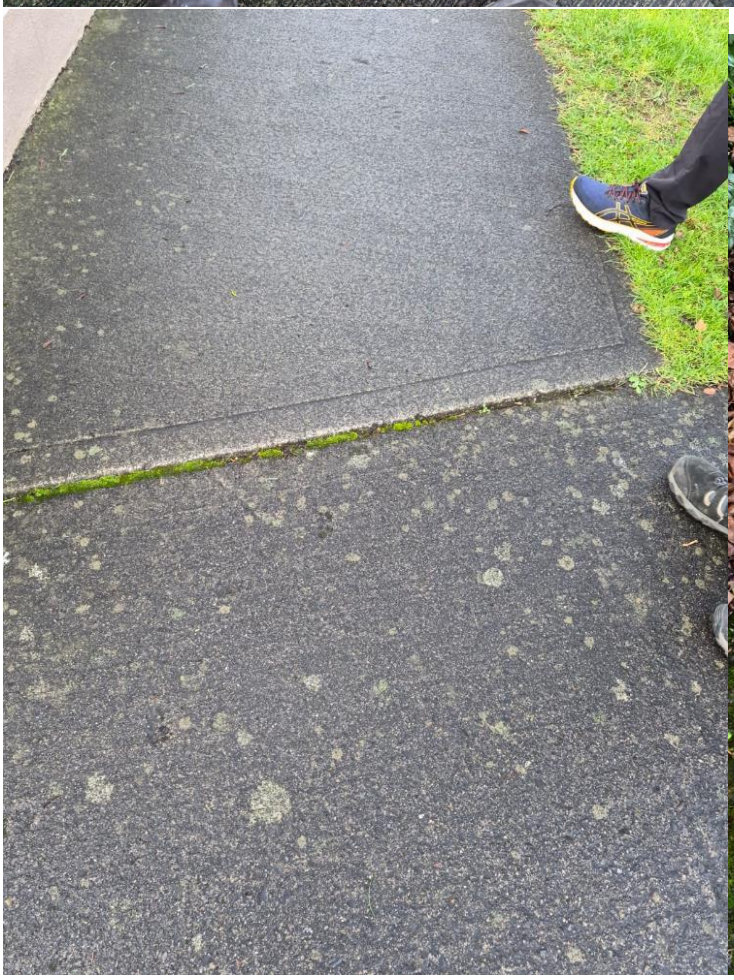



eircom





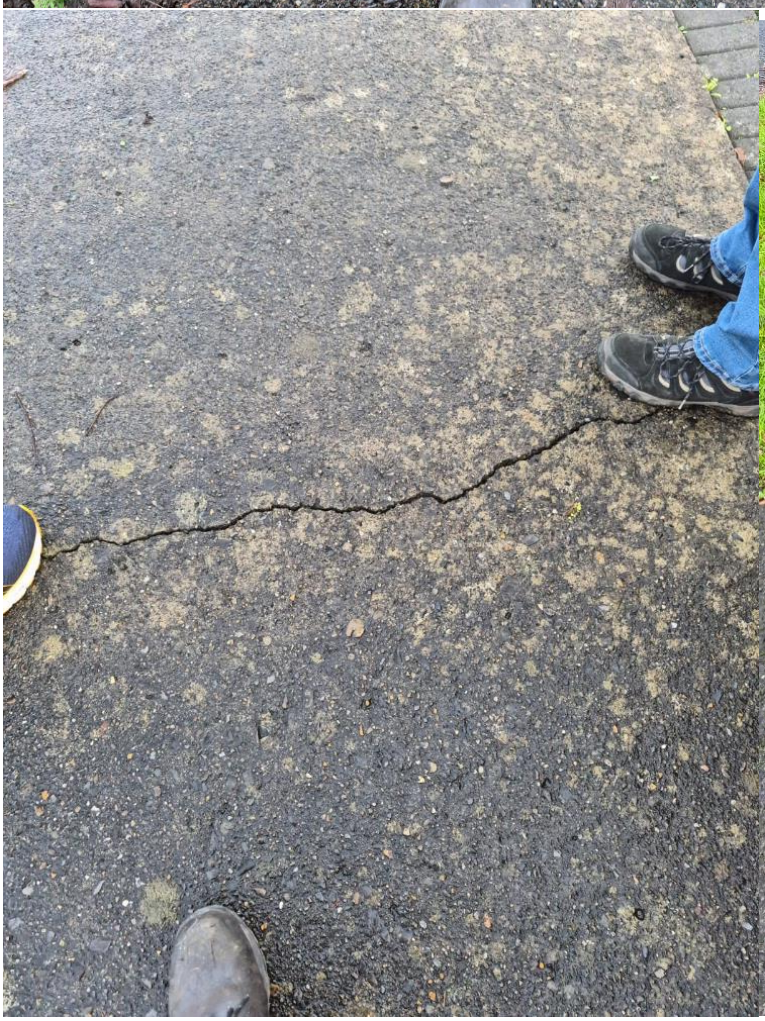














KCC-C485-38

[redacted]

Maynooth, Co. Kildare.

Date : 1ú Lúnasa 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of ***Railpark*** *I am directly impacted by these plans.*

I write to express my recommendations and objections to the scheme as currently designed.

While I support the general principle of enhancing pedestrian and cyclist safety, I hold severe reservations regarding the following specific elements:

1. **The raised ramp crossing proposed for the 'quiet road' in Railpark. This will result in more e-scooters, e-bikes, scramblers, regular bikes and scooters as well as pedestrians and bike clubs, on our estate road and footpaths. It will not be a 'quiet road' then.**

   Encouraging this is a health and safety matter.

   As residents, we drive and reverse in and out of our houses regularly while we come and go about our daily activities.

   Having lots of school children, adults as well as all sorts of bicycles and scooters on our 'quiet road' is not safe. It is an accident waiting to happen, I regret to say. I have observed very dangerous situations on our 'quiet road' on many occasions from pedestrians and cyclists. Morning and evening at school time is a particular case in point when very young and older children are

waltzing, swerving and whizzing around on their bikes - individually and in larger groups. Very often they are speeding.

Pedestrians too are often moving around somewhat aimlessly on our 'quiet road' - attached to their phones and headphones, not paying attention to the road.

All of these situations are hazards.

All these travellers deserve a safe dedicated space while making their journeys.

Please accommodate all these travellers by constructing a dedicated continuous bike lane and footpath that ends as near as possible to the Straffan Rd.

We, the residents of Railpark, deserve nothing less. We wish to continue to come and go safely as we have done heretofore. We do not want to be dodging bad behaviour or unsafe practices while driving on our 'quiet road'.

Many of us residents in Railpark are in the 'prime' of our lives and live with great consideration for our own health and safety and that of others.

Please don't compromise this by introducing all sorts of:-

- **e-bicycles**
- **e-scooters**
- **scramblers**
- **regular bicycles & racing bicycles**
- **regular scooters**
- **pedestrians**
- **cycling clubs**

onto our 'quiet road' as we endeavour to live here peacefully for the years ahead.

2. **I object to our 'quiet road' being turned into a route for droves of all varieties of bicycles and scooters – coming in waves from local schools, cycling clubs, the general population, etc. etc – at all times of the year.**
   They deserve a dedicated cycle lane to cater for them and we deserve to be left with our 'quiet road'.

3. **A fence and hedge is needed, at a minimum, to protect us from this new development along the Celbridge Rd. at Railpark - from the entrance to Railpark up to the Straffan Road junction.**
   The council left us wide open and without any protection from noise, traffic or pollution since early in the 1970s when the natural established hedgerow that then existed here was removed. We would like back.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

- **Suggestion 1** - **No crossings or ramps on this section of the Railpark 'quiet road' - from the entrance to Railpark up to the Straffan Road junction.**
- **Suggestion 2 – Put a fence and hedge between the new bike lane/footpath and the Railpark 'quiet road'.**
- **Suggestion 3: Cater for pedestrians and bikers by building a dedicated path and bike lane that reaches the Straffan Road. Leave Railpark footpaths and 'quiet road' as they are.**

Thank you for reviewing my observations. Please keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

Active Travel
Title:
Athlonnú an Rampa agus an Chrosaire (Ramp & Crossing Relocation)

An Leagan Gaeilge

A chairde,

1. Tá sé ar intinn agaibh rampa ardaithe do choisithe a chur taobh amuigh de theach, uimh. 58, Páirc an Ráille - m'áit chónaithe.
2. Tá sé suite an-chóngarach do mo bhealach isteach.
3. Má chuirfear san áit sin é beidh sé ag cur as go mór dom agus mé ag tiomáint agus ag cúlú isteach is amach.
4. Chomh maith le sin ní bheidh muid - ná cuairteoirí orainn - in ann páirceáil taobh amuigh den teach mar is gnáth linn a dhéanamh le blianta fada anuas.
5. Níl an rampa/crosaire seo oiriúnach don áit a moltar dó é. Cruthófar tuilleadh torainn sa cheantar dá thoradh.
6. Is mór an chontúirt é an rampa/crosaire seo dár mbóthar - go háirithe i bhfianaise an plódú isteach a thiocfaidh dá bharr - plódú isteach ó choisithe, e-scútair, e-rothair, rothair streachailte, gnáthrothair & scútair agus clubanna rothaíochta. Is mór an baol é don cheantar.
7. Níl sé riachtanach mar chuid den scéim, dar linn. Tá sé furasta dúinn ár mbóthar ciúin féin a tharsnú, uair ar bith.
8. **Guím sibh an crosaire/rampa a shuiteáil giota maith ar shiúl ó mo bhealach isteach , má leanann sibh ar aghaidh leis.**
9. Iarraim seo oraibh ar chúiseanna sláinte agus sábháilteachta; ar chúiseanna atá bunaithe ar na gnásanna a chleachtaíonn muintir na háite anseo agus ar mhaithe le cothrom na Féinne.

The English Version

Dear friends,

1. You intend to place a raised pedestrian ramp outside house no. 58 Railpark - where I live.
2. It is situated very close to my entrance.
3. If it is placed in this position it will affect my neighbours and I very negatively driving and reversing in and out.
4. As well as this we will not be able to park outside the house - which has been our usual practice for several years.
5. This ramp/crossing is not suitable where it is proposed. It will create more noise for local residents.
6. This ramp/crossing is a danger for our road given the proposed influx of pedestrians, e-scooters, e-bikes, scramblers, regular bicycles & scooters and cycling club members. It is a serious hazard.
7. We think it is not necessary as part of the scheme. It is easy for us to cross our own quiet road anytime.
8. **If the crossing/ramp goes ahead I request that it be located at some distance from my entrance.**
9. I ask this for health and safety reasons; for reasons based on the local custom and practice and in the interest of fairness.

Coonan
PROPERTY

Mark McLoughlin
Senior Executive Officer
Transport, Mobility & Open Spaces Department
Kildare County Council
Devoy Park
Naas
Co. Kildare
W91 X77F

31st July 2026

Re: Proposed Celbridge Road Active Travel Scheme, Maynooth –
Planning Reference P82026.02
[redacted]ntial Property 5, Celbridge Road, Maynooth, Co. Kildare
[redacted]Residential Property, Celbridge Road, Maynooth, Co. Kildare

Dear Mr. McLoughlin,

We refer to your Registered letters of 19th June 2026 to both of the above property owners in regard to the above Planning /Consultation process.

The proposed acquisition will have a detrimental impact on the market value of both properties. In addition, the removal of mature hedging and screening will result in a loss of privacy, increased disturbance, and greater exposure to traffic noise arising from the upgraded road.

Our clients have been engaging with [redacted] and with your appointed valuers, Lisney, regarding the proposed accommodation works, which remain subject to final agreement as part of the overall compensation package. These accommodation works were illustrated in the draft drawings provided following discussions with [redacted].

However, the drawings enclosed with the planning consultation letters dated 19th June 2026 show only the proposed land acquisition for each property and do not include the proposed accommodation works. We would be grateful if you could clarify the reason for this omission, as it is important that the planning documentation accurately reflects the full extent of the proposed works. This clarity is of particular importance to our clients in understanding the development for which planning approval is being sought.

Our clients appreciate the constructive engagement to date and are continuing to work with KCC to facilitate the project. In that context, they consider it important that any planning permission granted incorporates the proposed replacement boundary treatments and associated accommodation works that have been discussed.

We look forward to an early response.

Yours sincerely,

[redacted]

For Coonan Property

[redacted]

KCC-C485-40

Planning Reference: P82026.02

A chara,
Please think again about where the opening to Lawrence Ave should be sited. I'm an actuve 82 year old - the only thing that is bothering be about the proposal is that I'll have to drive around two Major Roada to get to the shops.
If the Celbridge Rd exit (as it presently exists) was closed and opened was made at the top of the Road, it would mean that i could drive up the shops whilst staying within the estate.
I spent nearly an hour looking at the plans (again) yesterday - I had looked at them when they first went up, and I expected a response, or an explanatory meeting at least.

I went down to the library again yesterday and spent nearly an hour reading the report.
(1) I'm annoyed that there wasn't any consultation or even a simple leaflet drop into each house. I'm computer literate and online a lot but not everyone is…
(2) to me it would have made more sense to close the present opening and open the Rd on the corner beside me. I can't walk far so I'll have to drive out the Celbridge Rd and go right around onto the Straffan Rd to get to the shops. It also cuts Lawrence Ave off from the rest of the Estate. Sorry for the rant - it's bad planning and worse communication on the part of those whose voice can make a difference
Folks i hope ye think again about who will be inconvenienced by the present proposal.

KCC-C485-41

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements:

1. **Safety concerns**
   Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout.

2. **Environmental Concerns**
   - ***Environmental degradation*** as carbon levels increase . Maynooth has been designated as a "***Decarbonisation Zone"*** by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.
   - ***Air Pollution*** is real concern for residents as traffic increases in the estate.
   - ***Possible increase in flooding*** given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard.

- ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
    - Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

- **Suggestion 1**
  A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The **"quiet street"** as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement.

- **Suggestion 2**
- Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate.

- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-43

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a former resident of Rail Park Estate I write to express my objections to the scheme as currently designed.

While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements:

1. **Safety concerns**
   Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout.

2. **Environmental Concerns**
   - ***Environmental degradation*** as carbon levels increase . Maynooth has been designated as a "***Decarbonisation Zone"*** by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.
   - ***Air Pollution*** is real concern for residents as traffic increases in the estate.
   - ***Possible increase in flooding*** given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard.
   - ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
    - Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

- **Suggestion 1**
  A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The **"quiet street"** as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement.

- **Suggestion 2**
- Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate.

- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-44

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

While I support the general principle of enhancing pedestrian and cyclist safety, I am disappointed that the Council planners did not engage with the residents affected and the Residents Association to seek their views before these plans were publicly launched. I hold several reservations regarding the following specific elements:

1. **Safety concerns**
   Given the expected increase in traffic I have major concerns regarding safety for residents, especially in the open space as more pedestrians, cyclists, scooters come through the estate. Rail Park Estate was built in the early 1970's and the current demographic of Rail Park residents is an older one. This means that there are higher risks of life changing injuries as a consequence of any falls which may occur to residents which would lead to a detrimental impact on their lifestyle. In addition Rail Park is used as a rat run to the Celbridge Road Schools and while this has already been taken up with Kildare County Council (KCC) many times in recent years, no solution has been forthcoming. This will only get worse with the new proposed layout.

2. **Environmental Concerns**
   - ***Environmental degradation*** as carbon levels increase . Maynooth has been designated as a "***Decarbonisation Zone"*** by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.
   - ***Air Pollution*** is real concern for residents as traffic increases in the estate.
   - ***Possible increase in flooding*** given increased water run off as with the removal of the green area . There is already problem with flooding in the estate and additional pressure will not help in this regard.

- ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
    - Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

- **Suggestion 1**
  A green area/hedgerow should be planted to give a barrier between the houses on the Celbridge Road inner road and that of the main road/cycle path. This would assist in reducing air and noise pollution and make the pedestrian footpath a little safer. The **"quiet street"** as per the current proposed plans could be continued from the proposed Pelican Crossing at house No 58 up to house no 47 This would negate the need for a separate cycle lane along the Celbridge road and this area and could then be used to put in a hedgerow/ green area. This footpaths should also be upgraded during the works process. The original paths were laid in the 1970's and need replacement.

- **Suggestion 2**
- Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate.

- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-45

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

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2. **Environmental Concerns**
   - ***Environmental degradation*** as carbon levels increase . Maynooth has been designated as a "***Decarbonisation Zone"*** by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.
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- ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
    - Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

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- Along with the introduction of a hedgerow/green area along the Celbridge Road the stone plinth with the name of the estate on it and flower bed should be reinstated at the top of the Celbridge road entrance to the estate.

- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-46

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

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- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-47

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

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2. **Environmental Concerns**
   - ***Environmental degradation*** as carbon levels increase . Maynooth has been designated as a "***Decarbonisation Zone"*** by KCC, therefore the removal of the green area including trees on the Celbridge Road is at odds with this ethos and does not appear to have been taken into account when these plans were made.
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- ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
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I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

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- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-48

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

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1. **Safety concerns**
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- ***Noise pollution*** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound.

3. **Economic Concerns:**
    - Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution the view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrates the following modifications into the final Chief Executive's Report:

- **Suggestion 1**
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- **Suggestion 2**
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- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-49

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

Dear Sir / Madam,

I wish to make a formal submission regarding the proposed Active Travel Scheme along Celbridge Road, stretching from Straffan Road to the Maynooth Educate Together National School. As a resident of **Railpark** I am directly impacted by these plans.

I write to express my objections to the scheme as currently designed.

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- **Suggestion 3:**:
    - The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-50

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

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Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

KCC-C485-51

Date : 29 July, 2026

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Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

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KCC-C485-52

Date : 29 July, 2026

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Devoy Park,
Naas, Co. Kildare,
W91 X77F

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Yours faithfully,

[redacted]

[redacted]

KCC-C485-53

39 Rockfield Court,
Maynooth,
Co. Kildare

04th August 2026

Planning Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare

Dear Sir/Madam,

I wish to make the following observations in relation to the Proposed Celbridge Road Active Travel Scheme, Maynooth, Planning Reference P82026.02.

My principal request is that the scheme proceed with strong safety measures for pupils, pedestrians, cyclists, bus users and residents.

As a parent who has campaigned for these long-overdue safety improvements on this route for more than 14 years, I welcome this public consultation and the opportunity to comment on the proposed scheme.

I broadly welcome the proposed upgrade of the R405 and its aim of making the road safer for all users.

I would like to commend the planners on the inclusion of the following in the proposal:

1. **Footpaths and cycle tracks on both sides of the road** are welcome. Almost 1,000 students use this road daily during school term, and providing safe, dedicated space for walking and cycling should make a major difference to their safety.
2. **The proposed consolidation of bus stops** is welcome. Excessive numbers of stops impede traffic flow and contribute to build-ups, while a smaller number of well-designed stops supports safer and more efficient movement along the route.
3. **The management or removal of trees** where they create a safety hazard is welcome. Trees along Laurence Avenue have overhung the footpath, dropped branches and debris onto the path and road, and obscured street lighting, creating dark spots. Any replacement planting should be carefully selected and maintained so that it does not recreate these problems along the route.
4. **Gaelscoil Uí Fhiaich entrance enhancements**: The proposed entrance enhancements at Gaelscoil Uí Fhiaich are welcome and should be designed to prioritise pupil safety at arrival and departure times.
5. **Provision of School Zone** (road markings and pencil bollards) at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School is welcome and will heighten driver awareness and help to slow the traffic in this area.
6. **Connection to the Maynooth Eastern Ring Road:** It is welcome that this scheme will tie into the Maynooth Eastern Ring Road, and this connection should be designed to provide safe onward connectivity.

However, I do have a number of observations and request that these are taken into account when the Planning Authority in Kildare County Council review the submissions before completing the next phase of the design.

- **Proposed Road Alignment:** It is disappointing to see that the proposed road design leans heavily towards removing green spaces at the front of Railpark and Rockfield with no contribution from the Laurence Avenue side of the road. This is very inequitable to Railpark and Rockfield and should be addressed. Consider leaving the Railpark green space and footpath as is and marking the Railpark road with a cycle track that will continue around the corner to join with the proposed design for that section.
- **Hedging and trees along the route:** I am disappointed that the hedging along Laurence Avenue is not being removed to accommodate this upgrade and to use space evenly from both sides of the road. This hedging and overhanging trees have contributed greatly to the unsafe conditions on this stretch of road for too many years. An environmental survey may be required to remove this hedge but this is not a wildlife habitat. Where boundary treatment is required, walls or other low-maintenance solutions should be considered to prevent overgrowth onto the path and maintain an adequate standard of lighting. Any trees or hedging will need to be cut back significantly or replaced with slow-growing planting that will not obstruct paths, signs or lighting.
- **Hedge at front of Rockfield:** This hedge may need to be partially removed to ensure a clear line of sight for all users. Again, a wall at the front of Rockfield would provide a better solution. If existing hedging is retained, it should be managed through a clear maintenance programme by Kildare County Council or replaced with slow-growing planting that will not obstruct paths, signs, lighting or visibility.
- **Rockfield junction visibility:** Reducing the junction space at the entrance to Rockfield will significantly reduce the line of sight for drivers exiting from Rockfield. Sufficient junction space should be retained to provide a clearer line of sight and visibility with a grass verge similar to the Grange entrance.
- **Lighting:** The proposed lighting upgrades are welcome. At present, some users avoid these areas after dark because the lack of visibility creates a significant safety concern. Any trees and hedging that remain should be cut back so that there are no dark spots along the route that could pose a safety risk.
- **Maintenance and path safety**: Any hedging and trees that do remain will require a commitment from Kildare County Council that they will enforce a timely, regular and on-going maintenance schedule. Leaves, branches and other debris should be cleared promptly to reduce slip, trip and collision risks, particularly for people with visual impairments or mobility needs. Trees and hedges will need to be cut back before the beginning of the school term in August and thereafter as required to ensure safety. Hedge heights need to be maintained at a maximum of 2 metres so that daylight and street lighting can adequately illuminate the paths and road and remove dark spots.
- **Speed limits:** The speed limit in the school zone should be reduced to 30 km/h.
- **Speed signage:** Clear speed signs should be installed on the approaches to the schools from both directions and maintained so that they remain visible and effective. Again, the removal of trees and hedges along the route will assist with this.
- **Flooding:** Celbridge Road has flooded regularly in recent years, particularly with heavier rainfall. The design should include effective drainage and water run-off measures to help prevent flooding.
- **Surface water:** Footpaths and cycle tracks should be designed and cambered so that surface water drains away effectively.
- **Levels between footpaths and cycle tracks**: The footpath and cycle track should be designed to minimise trip, fall and collision risks. Where the surfaces meet, transitions should be smooth and clearly legible, with colour contrast used to distinguish pedestrian and cycling areas. Users may need to move safely between the footpath and cycle track when passing others. Joints between surfaces should be sealed and maintained to prevent weed growth, which can become unsightly and create additional accidents.

- **Bus stops:** Locating a bus stop directly on the cycle path or footpath would create a safety risk for passengers waiting for, boarding or alighting from buses, as well as for cyclists using the route. The design should route the cycle lane behind the bus stop so that bus passengers and cyclists have clearly separated spaces. Bus bays should be included to allow the buses pull in fully and allow other traffic to pass while the buses are dealing with passengers.

During the construction phase, please ensure that safe, accessible and continuous temporary footpaths are available for all users of this road. Adequate pedestrian arrangements have not always been available while The Grange has been under construction, which has placed vulnerable road users at significant risk. Lessons should be learned from that experience so that pedestrians, schoolchildren, people with mobility needs and other vulnerable users are protected throughout the works.

I look forward to the progression of this project and hope that, with these safety and maintenance concerns addressed, the final scheme will benefit all users of the R405 Celbridge Road.

Le meas,

[redacted]

KCC-C485-63

Date : 29 July, 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Devoy Park,
Naas, Co. Kildare,
W91 X77F

Kildare County Council
TRANSPORT
05 AUG 2026
Received

RE: Submission on Part 8 Proposed Celbridge Road Active Travel Scheme, Maynooth (Ref: P82026.02).

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- **Air Pollution** is a real concern for residents as traffic increases in both the inner road in the estate and the outer commuter route.

- **Possible increase in flooding** given increased water run off as with the removal of the green area. There is already problem with flooding in the estate and additional pressure will not help in this regard.

- **Noise pollution** for houses on the Celbridge Road will increase as traffic moves closer to the houses and there will be no buffer to absorb the sound. Thus contributing to Mental Health Issues.

3. Economic Concerns:

- Currently houses on the Celbridge Road are set back from the road with a view of the green area and trees in front of them. The changes proposed will have an economic impact to the value of these homes as in addition to the increase in noise levels and air pollution. The view will become one of bland concrete and traffic with no buffer in between.

I would request that Kildare County Council integrate the following modifications into the final Chief Executive's Report:

Suggestion 1

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Suggestion 3

➢ The Council should revisit the issue of speeding traffic through the estate.

Thank you for reviewing my observations. Please acknowledge my submission and keep me informed of any updates regarding the final decision on this Part 8 scheme.

Yours faithfully,

[redacted]

[redacted]

Cc to:
T Durkan, A Feeney, P Melrose and D Phelan

KCC-C485-71

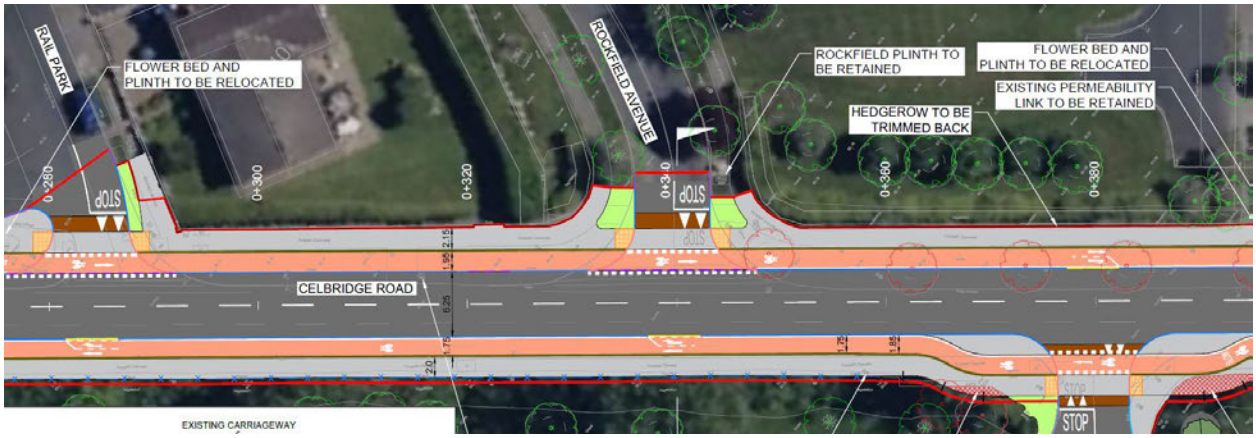
Maynooth Community Council
[redacted],
Maynooth,
Co. Kildare
W23 K5H2

5th August 2026

Part 8 Submission for Celbridge Road Active Travel Scheme on behalf of Maynooth Community Council

Maynooth Community Council is a voluntary organisation that focuses on matters of general local interest including planning. It is composed of representatives of Residents Associations, and social, cultural, artistic, sporting, and other local voluntary organisations in Maynooth.

Our group is very pleased to see the Celbridge Road Active travel scheme proceed to the Part 8 phase. There are two primary schools on the Celbridge road, Maynooth Educate Together National School and Gaelscoil Uí Fhiaich and the proposed active travel scheme will greatly enhance the safety of the young children travelling to these schools. There are already large numbers walking, cycling and scooting and the improved safety will encourage a further reduction in car journeys. The following paragraphs outline some comments from our group.



The continuous raised footpaths and cycle paths with priority across the entrances to the estates, Rail Park, Rockfield and Laurence Avenue as well as individual houses are excellent. Cars driving in and out will go over a ramp which will help slow them down and remind drivers about the priority. The smooth surface is especially beneficial for wheel chair users and buggys.





This is the view along the front of Rail Park. When you take out the grass verge the two roads seem to merge into one making the road confusing for all users. It's like one giant road with a strip of bike path like an island in the middle. I think some motorists might be tempted (or confused enough) to just drive out of Rail Park across the bike path instead of going down to the junction.



Likewise at Greenfield shopping centre there's a lot of grass verge replaced with paving that merges into one confusing expanse. Will removing the grass verges and replacing with paving impact on the capacity of the storm water drains to deal with runoff as episodes of heavy to intense rainfall increase?



The new design seems to have a lot of crossing points, counting old and new there's 5 in a 1km stretch as shown above. The old crossings are kept and new ones added following the desire lines of where people cross now. However, the new design will affect the desire lines.



The crossing from Laurence Avenue to Rail Park follows a current desire line but the current line is due to the position of the bus stop which is very popular for commuters into Dublin who walk to the stop from both sides of the Celbridge road. When the bus stops are consolidated and moved down, the desire line will move with it. It might make sense to design the crossings around the final bus positions rather than existing desire lines.
Likewise, the existing crossing at the point where Rockfield meets The Grange is already obsolete. It was needed when the footpath was only on the Gaelscoil side and everyone had to cross at that point. With the new crossings down at the schools and at the bus stop, it becomes redundant.



Keeping the hedge at Laurence Avenue is problematic, it needs constant maintenance to stop it overhanging the footpath. As the photo shows above, there is a lot of debris from this type of hedge.



Figure 4.13: Example of trapezoidal delineator strip between footpath and cycle track.

The trapezoidal kerb described in the design to delineate between the footpath and the cycle track is likely to be a challenge. Young children cycling or scooting to school will be some of the main users of the bike paths. Having even the smallest kerb will be challenging for them. A simple white line should be considered here.

Overall, our group are very pleased to see this initiative moving forward and feel the proposal will greatly enhance the safety of this busy road with the additional benefit of moving more car journeys to cycling and walking.

Your faithfully,

[redacted]

Maynooth Community Council

KCC-C485-74

SUBMISSION ON THE

CELBRIDGE ROAD ACTIVE TRAVEL SCHEME

PLANNING REFERENCE P82026.02

Executive Summary

Maynooth Cycling Campaign welcomes the Celbridge Road Active Travel Scheme, which will bring real benefits in safety, convenience, and a more pleasant environment for residents, school commuters, and local travellers alike.

The proposals in this submission build on those foundations, to integrate the scheme more tightly with the town's changing traffic patterns, in particular, the orbital routes now under construction.

In summary, we recommend:

- Include the missing section for pedestrians and cyclists between the Rail Park and the Straffan Road
- Provide a safety buffer between cyclists and motor traffic where space allows
- Reduce traffic lane widths to the TII minimum in order to lower speeds
- Design minor junctions with entrance kerbs that reinforce the priority of pedestrians and cyclists
- Minimise the use of shared space
- Quantify and communicate the benefits of the active traffic scheme to the people of Maynooth.

1.0 Introduction

Today, the Celbridge Road deters active travel. Parents worry about their children cycling or walking to school here because the path is narrow and cars are too close. Instead, children are driven, increasing traffic in the town.

The Irish *Design Manual for Urban Roads and Streets (DMURS)* addresses these concerns by prioritising road users, beginning with pedestrians and then cyclists. Although the Celbridge Road upgrade is very welcome, we have reservations that the design doesn't establish that clear hierarchy for active travel, and the quality of the planned infrastructure is not convincing enough to shift people from driving to walking or cycling. Without addressing these matters, another generation of children will miss the freedom and independence of walking and cycling to school in safety.

We would also urge the Council to reconsider the section between the Rail Park and the Straffan Road, which the scheme as it stands omits. A travel route is only as good as its weakest point, and this gap will limit overall usage. With no land take needed, a Section 38 order would cover this, and we urge the Council to develop that option.

2.0 Cycle Lanes & Forgiving Design

A key principle of road safety is that designs should be forgiving: a mistake should not result in death or serious injury.

The proposed design offers light segregation to cyclists through a 50-75 mm high kerb. This lessens vehicular collision risk, but not as much as full segregation, and is not forgiving for young and less experienced cyclists, as it places them beside motor traffic with no buffer.

With road safety as a stated priority, this should be reflected in the final design: a buffer to protect vulnerable road users. We recognise the space constraints, but for a

significant part of the scheme, this could be achieved through one of the two options described in the following sections.

Option A - Provide a buffer by making Celbridge Road one-way outbound for motorised traffic and reallocate the road space to cycling and walking.

Reducing motor traffic to one lane outbound towards Celbridge would free up road space for wider cycle lanes and allow the inclusion of a safety buffer. It would also give more green time to cars at the traffic lights on the R406 Straffan Road, as traffic would no longer come from the Celbridge Road. This would improve traffic flow throughout the town.

Diverting motorised traffic away from active travel routes by separating the modes is a principle of the well-proven Dutch Sustainable Safety approach: direct routes for active travel, and longer, indirect routes for motorised traffic.

Given the substantial public investment in the town's ring roads, maximising their use makes sense. The new Griffin Rath /Mullen Park road is wider and built to a higher design standard than the Celbridge Road. The new section of the Eastern Ring Road (MERR) between the Celbridge and Dublin roads is now being built, with further sections to follow, and will serve through-traffic well.

Option B - Remove the southern cycle lane on the Celbridge Road and convert the appropriate sections of Laurence's Avenue and Rail Park to *School Streets* for walking and cycling.

> ***What are School Streets?***
> *School Streets are designated zones outside schools where vehicular access is restricted to certain times of day (typically during drop-off and pickup times), creating safer, healthier spaces for children and the wider community.*
> *—NTA: School Streets Guidance – 2025 Safe Routes to School*

In many places, people commonly cycle on service roads such as Rail Park and Laurence Avenue. With light traffic volumes, no dedicated cycle facilities or buffers are needed, as the risk to active travellers is low.



When schools are built on major traffic roads, implementing a School Street is difficult. However, adding a permeability filter would change the de facto function of Laurence Avenue from a through route to a local road, allowing *School Streets* to be introduced with the ensuing improvement in road safety.

Removing the southern cycle lane on Celbridge Road would free additional space for active travel on the north side and allow the design to be forgiving. Laurence Avenue is the obvious choice for a School Street: it runs almost 435m from the Straffan Road to Gaelscoil Uí Fhiaich.

Note: Maynooth Educate Together NS is enrolled in the NTA's Safe Routes to School (SRTS) programme that has been instrumental in pioneering School Streets in Ireland, and should be included in these discussions. There may even be additional funding available.



Raleigh Row, Galway, serving Scoil Iognáid, with authorised vehicle access

Recommendation 1 : *Our first preference would be for Option A but Option B would also be acceptable.*

3.0 Width of Proposed Traffic Lane

The proposed traffic lanes are 3.15m each (6.3m for two lanes)—0.3m wider than the TII standard for a regional road.

Wider lanes are associated with higher traffic speeds and a greater risk of injury. Nationwide, road deaths are rising. In the first half of 2026, eight more people died on Irish roads than in the same period in 2025, bringing the total to 85 deaths. According to the RSA (2026), almost half of those killed were vulnerable road users, including those on foot, bicycles, motorcycles, and e-scooters.

Minimising lane width is a straightforward way to reduce speed and protect vulnerable road users on the Celbridge Road.

Recommendation 2 : *Reduce the risk of a fatality or serious injury by reducing the road width to the minimum permitted under TII standards.*

4.0 Minor Junctions

In the Netherlands and elsewhere, where a footpath and cycle track on a major road cross a minor road, both continue across the junction, maintaining priority for pedestrians and cyclists.

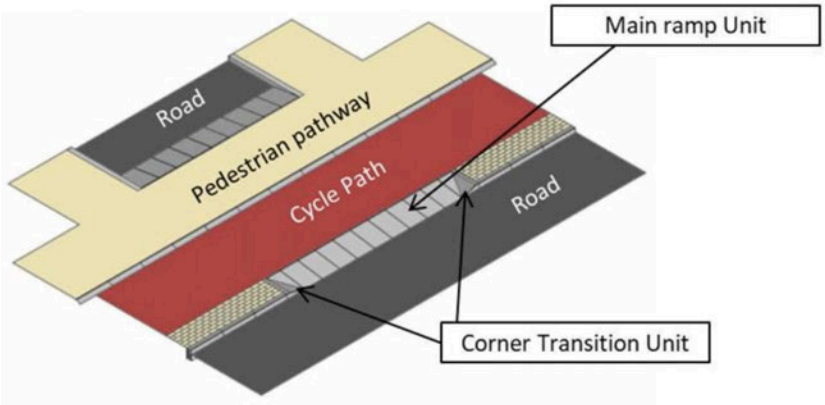
The NTA's Typical Construction Details (TCD-1100 series) specify this continuous-crossing treatment at minor junctions in Ireland. A key part of the design is the use of special raised entrance kerbs - inritbanden in Dutch. Their steep rise forces motorists to slow down and emphasises that pedestrians and cyclists have priority over turning traffic. This has the further benefit of slowing traffic entering residential areas,

where children might be at play. Until recently these kerbs were not manufactured in Ireland, but Irish suppliers have begun to offer them in 2025, and county councils such as Dublin City Council have started to use them.

On the Celbridge Road, however, entrances such as those to Rail Park, Lawrence Avenue, Maynooth Educate Together and Gaelscoil Uí Fhiaich are shown with what appears to be a raised table. Unlike an entrance kerb, a standard raised table does not assign priority to active travellers. With raised tables limiting space for pedestrians and cyclists by the use of quadrant shaped kerbing, priority is allocated to drivers.



Photograph courtesy of Dutch Cycling Embassy



Photograph courtesy of Dutch Cycling Embassy

Recommendation 3 : *Junctions with lesser roads should be designed with entrance kerbs on the basis of priority to continuing traffic (including pedestrians and cyclists) on the major road.*

5.0 Disabled & Vulnerable Road Users

Older adults and vulnerable residents need space that is genuinely free of fast-moving vehicles including bicycles. High volumes of rapid traffic leave many feeling imprisoned in their own homes; reducing traffic and creating wider, protected public space would let wheelchair and mobility scooter users move through our community with real safety and confidence.

That consideration, however, must not be conflated with the needs of cyclists. Too often "shared space" is offered as the answer to both at once, and it serves neither well. As the Cycle Design Manual notes, shared space primarily benefits motor traffic at the expense of pedestrians and cyclists. Where vulnerable pedestrians are then mixed with cyclists travelling at 16–20 km/h on paths too narrow to share, the space that was meant to protect them becomes something they feel endangered by. We see this already on the Celbridge Road: adult cyclists ride on the footpath because they feel unsafe on the road. It is illegal, and it endangers pedestrians—but it shows what happens when one group's need for safety is met by displacing the risk onto another. That should not be necessary.

New modes such as scooters, e-scooters and e-bikes will only deepen the problem. Folding every fast mode into "shared space" multiplies these conflicts and pushes them onto the people least able to get out of the way.

Recommendation 4 *: Shared space must be the designer's last choice, not the first. Vulnerable users need protected, low-speed space of their own, and not space shared with faster traffic of any kind* including bicycles. In urban areas, cyclists and other "wheelers" need protected medium-speed space of their own, and not shared with faster or slower traffic.

5.0 Health and Economic Assessment Tool (H.E.A.T.)

H.E.A.T. is a spreadsheet developed by the World Health Organisation to assess the economic impact of different active travel schemes. It was also designed as a counterbalance to the Economic Impact Assessment (EIA) of road projects which invariably found that the project should proceed.

It is used as a management tool to measure the success of schemes. The outcome from H.E.A.T. can include quantifying the reduction in tonnage of carbon emissions and cost implications, the financial benefits of improved health and the number of premature deaths prevented. It can also be used to measure the ambition of schemes..

It is used in the United Kingdom, Italy, Finland, France, Germany and more than 70 other countries.

Recommendation 5 : *Measuring and reporting on the success or otherwise of a scheme is an essential element in managing how a population decides to travel. Kildare County Council must apply H.E.A.T. to the Celbridge Road Active Travel Scheme in order to quantify and communicate the benefits of the scheme to the general public.*

6.0 Conclusion

These proposals share a single aim: to make active travel the easy choice for families in Maynooth. We recognise some children will always need to be driven to school, and that option remains, even with a one-way system and safer walking and cycling infrastructure. Indeed, as more families choose to cycle or walk, more road space and parking is freed up for those who must drive.

The benefits of safe, active travel infrastructure are well-evidenced. The NTA's Walking and Cycling Index 2025 found that walking, wheeling and cycling deliver almost €3 billion in economic benefit each year across Ireland's five largest metropolitan areas,

take up to 660,000 cars off the road each day, and in Dublin alone save the health service some €64.5 million and prevent 784 early deaths a year. Safer streets, less congestion, easier school runs, healthier children, and lower transport costs are not aspirations but measured outcomes. We all benefit.

The Celbridge Road scheme is a welcome and important step. With the improvements set out in this submission, it can secure those benefits for a generation of Maynooth families to come.

KCC-C485-75

Planning Dept. Kildare Co. Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare
W91 X77F
5/08/2026

Kildare County Council
TRANSPORT
05 AUG 2026
Received

[redacted]

5/08/26

Re: Celbridge Road Active Travel Scheme Ref no. P82026.02

We welcome and support the proposed Celbridge Road Active Travel Scheme and the long-awaited upgrades to the R405. The development represents a positive investment in the area's transport infrastructure and will enhance safety and accessibility for pedestrians, cyclists and motorists.

However, we would like to raise the following points for consideration:

1. **Hedgerow and Tree Maintenance**
   Existing trees, hedgerows and vegetation should be cut back and maintained regularly throughout the year. Leaves, branches and other debris should be removed promptly by Kildare County Council to minimise slip, trip and accident hazards. Particular consideration should be given to the needs of residents with visual impairments.

2. **Speed Signage**
   Clear and highly visible speed limit signage should be installed on approaches to schools in both directions. Ongoing maintenance should ensure that all signage remains visible and effective at all times.

3. **Surface Water Management and Drainage**
   The scheme should incorporate robust drainage and surface water management measures to minimise the risk of flooding and water accumulation on roads, footpaths and cycle lanes.

4. **Connectivity with the Maynooth Eastern Ring Road**
   The proposed connection to the Maynooth Eastern Ring Road is welcomed. This link should be designed to provide safe and seamless onward connectivity for pedestrians, cyclists and motorists.

5. **Rockfield Estate Entrance**
   The road design should incorporate appropriate safety measures at the entrance to Rockfield Estate. Consideration should be given to the installation of a yellow box junction on both sides of the road to facilitate safe access and egress. In addition, any works in this area should ensure adequate sightlines for pedestrians, cyclists and motorists.

6. **Public Lighting**
   The proposed lighting upgrades are strongly welcomed. Currently, some sections of the route are perceived as poorly lit, discouraging use and creating safety concerns. Improved lighting will enhance both safety and accessibility.

7. **Loss of Green Space**
   While local residents broadly welcome this long-awaited improvement project, the loss of the green area in front of Rail Park on the R405 is a concern. Consideration should be given to providing a suitable replacement or alternative green space to compensate for this loss.

8. **Safe Integration with Existing and Planned Routes**
   The scheme should ensure safe and effective connections with existing and future footpaths and cycle paths, creating a continuous and accessible active travel network throughout the area.

Overall, we support the proposed Celbridge Road Active Travel Scheme and believe it will deliver significant benefits to the local community. We ask that the above considerations be taken into account to maximise safety, accessibility and long-term sustainability for all users.



Chairperson, Rockfield Residents Association

KCC-C485-77

Planning Dept. Kildare Co. Council,
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Devoy Park,
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KCC-C485-78

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SUBMISSION
ON THE
CELBRIDGE ROAD ACTIVE TRAVEL SCHEME
Planning Ref. P82026.02

Introduction to Submission

We acknowledge the work that has been undertaken to produce this proposal and welcome the opportunity to submit three concerns and provide potential solutions.

As residents of Rockfield Manor we wish to state that we support safer walking, wheeling, motoring and cycling infrastructure along the Celbridge Road for all users of all abilities.

Section 1. We are, however, particularly concerned about the disproportionate impact the Active Travel Scheme will have on the visual amenity of Rockfield Estate arising from the proposed removal of the mature trees and grassed verge along the Celbridge Road frontage.

Section 2. In addition, the reference to the pedestrian access in Rockfield Manor as a permeability link and the consequent implications of such a designation needs to be corrected in the document.

Section 3. We are concerned that the proposal will create a number of conflicts for vehicular access and egress at Rockfield Estate

1.1. Existing Visual Amenity of Mature Trees and Grassed Verge

These mature trees on the Rockfield side of the Celbridge road form a distinctive gateway to Rockfield Estate, providing seasonal blossom, mature canopy, autumn colour and strong landscape character. They contribute to neighbourhood identity and create an attractive entrance that softens the road environment.

1.2. Importance of Mature Trees

Irish and UK landscape guidance recognises mature trees as important components of landscape character, wellbeing, biodiversity, shade and placemaking. Mature avenues provide a level of visual amenity that cannot be replicated immediately through replacement planting.

1.3. Impact of Removal

Although compensatory planting is proposed, replacement trees will require many years to achieve comparable canopy cover and landscape presence. Residents are therefore likely to experience a prolonged reduction in visual quality, enclosure, seasonal interest, privacy and noise reduction.

1.4. Recommendation

To provide meaningful local mitigation, Kildare County Council must plant three additional semi-mature Lime trees (18–25 cm girth minimum) within the public green at Rockfield Manor beside the existing group of five Lime trees. This would reinforce Maynooth's historic association with Lime avenues, improve biodiversity and help somewhat to restore landscape quality.

1.5. Conclusion

The Active Travel Scheme offers transport benefits but should also protect the character of established residential areas. Additional Lime tree planting would represent a proportionate and locally appropriate enhancement to compensate, in part, for the loss of the mature trees.

2.1 Existing Pedestrian Access between Rockfield Manor and Celbridge Road

The Part 8 drawings refer to retaining the existing permeability link in Rockfield Manor. The drawings also distinguish clearly between places intended for pedestrians and cyclists and places intended for pedestrian access only.

For example, elsewhere in the drawing set the proposals expressly state:

- "pedestrians and cyclists only" where filtered permeability is proposed;
- "dedicated pedestrian and cyclist entrance" at Gaelscoil Uí Fhiaich; and
- "pedestrian access from Laurence Avenue to be retained" where the intention is pedestrian access.

These distinctions are important. They demonstrate that the designers are capable of specifying the intended users of an access.

By contrast, the Rockfield Manor pedestrian access is labelled only as an "existing permeability link to be retained." That wording is ambiguous. It does not state clearly that this route is for pedestrian use only. Given the proximity of the pedestrian entrance to the proposed cycle lane, referring to the entrance as a permeability link could be interpreted by some cyclists and e-scooter users as formalising and authorising cycling through it.

Over the last number of years it is noticeable that an increasing number of bicycles, including cargo bikes carrying children, are cycling on the footpaths in Rockfield Manor and using the pedestrian access to join the footpaths on the Celbridge Road. Our concern is that this reckless behaviour on behalf of some cyclists will increase once the cycle lanes open on the Celbridge Road.

The access point provides pedestrian movement between Rockfield Manor and Celbridge Road. Its present character is that of a local residential pedestrian entrance rather than a strategic transport corridor.

It serves residents walking between the estate and:

- Celbridge Road;
- nearby bus stops;
- Greenfield Shopping Centre;
- schools;
- and the wider Maynooth pedestrian network.

The existing use and physical character of the entrance are important. A path being capable of being walked through does not, by itself, make it a shared pedestrian and cycle facility. Likewise, the general planning concept of "permeability" does not establish that every pedestrian connection is suitable for cycling. Therefore, the plans' use of the expression "existing permeability link" appears to be a description adopted

for the current project. It should not be treated as proof that the access previously had a formal cycling function.



Rockfield Estate has no dedicated internal cycle-track network to which this entrance would connect. By referring to the pedestrian access as a permeability link, this could be viewed as permitting or encouraging cycle movement through the pedestrian access and would direct cyclists into conventional residential roads and pedestrian areas without demonstrating a safe, coherent onward route. It would also introduce potential conflict with older people, children, disabled pedestrians, wheelchair and mobility-scooter users and other residents who currently use the entrance as a pedestrian route.

2.2 Recommendations

Such ambiguity must be removed before the scheme proceeds and the access point correctly labelled as a pedestrian access point only.

The drawings should also include an explanatory note confirming that:

1. The access is not part of the proposed cycle-track network.
2. Cyclists must not be directed through the entrance.
3. The entrance will not be widened or altered to facilitate cycling.
4. No cycle-route signs or markings will be installed at the access.
5. Its existing pedestrian character and accessibility will be maintained.

3.1 Vehicular Access and Egress at Rockfield Estate

General Background

One of the concerns we have as residents is the impact the scheme will have on our ability to access and egress our estate.

Residents in Rockfield currently experience difficulty accessing and egressing on to the Celbridge road because of the build-up of traffic at school opening / closing times and at peak rush hour. Access to our estate is also blocked due to a build-up of traffic across the entrance by cars queuing to enter the schools and traffic backed up from the Straffan road junction due to the influx of cars into the town in the morning. The failure to provide bus bays exacerbates the situation and contributes to the congestion.

The introduction of continuous paths and cycle lanes will compound this problem further.

The upgrades to the junctions to bring them in-line with the current standards (i.e. DMURS and CDM) may result in a reduction in vehicle capacity of each of the junctions, due to the reduction in junction kerb radii and the provision of raised pedestrian and cyclist crossing.

While these continuous footpaths are excellent for pedestrian and cyclist safety, they introduce specific mechanical and behavioural friction points that delay exiting traffic. Drivers must slow down to a near-stop to navigate the physical ramp without scraping their vehicle's undercarriage. Exiting vehicles lose the momentum needed to quickly accelerate into gaps in traffic (often the only way to actually leave the estate). Slow entry and exit manoeuvres can back up traffic onto main thoroughfares during peak hours.

We need to be mindful of the fact that not everyone is physically capable of walking and cycling not everyone works or go to school locally and some residents are reliant on cars for their independence. Residents need their cars to go to work, attend medical appointments and will have commitments that are time sensitive. Equally elderly and disabled residents on this estate rely on home help visits, grocery deliveries, carers and door to door assistance.

The difficulty residents have accessing and egressing the estate has been known for years yet the documentation does not provide any access or egress assessment or any mediation.

Tight turning radii at entrances will force large vehicles like trucks, bin lorries, oil tankers and buses to swing wide and cross over the roadway midline. If the truck driver turns too tightly, their trailer could clip the side of your vehicle, potentially injuring either the driver or your passenger or in some cases creating severe head-on collision risks with motorists waiting to turn out of the estate.

While DMURS encourages the use of junction tightening and reduced radii, it does recognise that there are scenarios where larger vehicles may struggle to traverse a junction without crossing the centre line. DMURS provides specific advice on this

matter whereby junctions can be tightened while still allowing HGVs, buses etc. to safely traverse the junction. This includes:

> Increasing the carriageway width at junctions to provide additional manoeuvrability without signalling to drivers that the corner can be taken at greater speed;
>
> Vehicular stop lines can be set back at signalised junctions to allow turning vehicles to cross the centre line of the intersecting street without conflicting with oncoming movements.

It should be noted that neither of these options are available in this situation.

The proposal does not provide a safety risk assessment of the impact of using tighter turning radii on motorists queuing to leave the estate.

The part 8 report states that Rockfield Avenue is to use an NTA TL403 Standard Cycle Track Crossing Side Road with no setback, because of special constraints. This will result in motorists having to stop and wait before clearing the beech hedging which will severely restrict visibility between turning drivers, cyclists and pedestrians. It will also force drivers onto the raised platform just to see oncoming pedestrians on coming pedestrians, cyclists and traffic.

3.1.1. Introduction

This submission addresses vehicular access to and egress from Rockfield Estate under three situations:

1. the existing junction at Rockfield Avenue/Celbridge Road;
2. the junction as proposed in the Part 8 plans; and
3. a revised arrangement in which:
    - the westbound cycle lane on the Laurence Avenue side of Celbridge Road, opposite the Rockfield Estate entrance, is redirected through Laurence Avenue;
    - the eastbound cycle lane in front of Rockfield Estate is retained;
    - and the proposed footpath, raised table and retained eastbound cycle track are moved centrally by approximately 2–3 metres beyond the hedgerow from their currently proposed position, potentially allowing a grassed verge to extend from the existing beech hedgerow.

The Part 8 documents do not provide dimensioned before-and-after visibility splays at Rockfield Avenue. The conclusions below are therefore qualitative and should be confirmed through a measured road-safety and visibility assessment.

3.2. Existing vehicular access and sight lines

Rockfield Avenue currently joins Celbridge Road as a conventional priority junction. A driver leaving the estate must observe:

- pedestrians using the existing footpath;
- vehicles approaching from Maynooth;
- vehicles approaching from Celbridge;
- vehicles turning into Rockfield Estate;

- and any obstruction caused by the existing landscaping or nearby buses.

3.3. Part 8 proposal

The proposal provides for:

- a raised entry treatment;
- a continuous footpath;
- and cycle tracks crossing the Rockfield entrance.

The Part 8 Report states that Rockfield Avenue is to use an NTA **TL403 Standard Cycle Track Crossing Side Road with no setback**, because of spatial constraints. Vehicles would negotiate a raised entry treatment and bevelled kerbs.

The proposed arrangement adds formal cycle movements across the entrance. A driver leaving Rockfield Estate would have to:

1. check pedestrians on the raised platform;
2. check eastbound cyclists on the raised platform;
3. move across the raised crossing;
4. reassess Celbridge Road traffic;
5. and complete the turn.

This creates a more demanding observation task than under the existing arrangement.

Because the cycle crossing is proposed with no setback, the drawings do not clearly show enough space for a full vehicle to wait between the cycle track and Celbridge Road. A driver may therefore need to stop twice or pause partly across a cycle track while waiting for a gap.

3.4. Recommendations

3.4.1 Recommendation 1: Westbound cycle route diverted through Laurence Avenue, eastbound cycle lane retained

Under the revised option:

- reroute the **westbound cycle lane on the Laurence Avenue side of Celbridge Road** to turn into and continue through Laurence Avenue. This space would then be reallocated to the eastbound side of the Celbridge road.
- the **eastbound cycle lane in front of Rockfield Estate would remain**.

Laurence Avenue already forms part of the proposed active-travel network, with shared or mixed cycling arrangements and filtered permeability.

3.4.2 Recommendation 2: Central relocation of the footpath, raised table and retained eastbound cycle track

In addition to the recommendation about the rerouting of the westbound cycle travel this revised arrangement also assumes that the proposed footpath, raised table and retained eastbound cycle track in front of Rockfield Estate would be moved centrally by approximately 2–3 metres beyond the beech hedging.

This could create a grassed verge between the revised active-travel alignment and the existing beech hedgerow.

3.4.2.A Potential sight-line benefits

A central shift will improve the junction layout by:

- creating greater separation between the hedge and the active-travel route;
- reducing hedge encroachment into the pedestrian and cycle space;
- improving visibility between drivers, pedestrians and eastbound cyclists;
- creating more flexibility in the placement of signs, lighting and tactile paving;
- improving options for the later design of the bus stops
- and opening the approach to the Rockfield junction.

The additional grass verge could help create a clearer and more legible frontage.

If the active-travel route is moved centrally toward the carriageway, the stopping position for drivers leaving Rockfield will move relative to the hedge and main road. This could improve visibility if it:

- allows drivers to approach a clearer observation point;
- removes visual clutter beside the junction;
- and provides a defined waiting area beyond the hedge line.

The raised table could continue to give pedestrians and the retained eastbound cycle lane priority over turning vehicles.

This would preserve:

- pedestrian continuity;
- lower turning speeds;
- and safe eastbound cycling provision.

It would:

- retain eastbound cycling provision along the Rockfield frontage;
- route westbound cyclists through Laurence Avenue;
- preserve pedestrian priority through the raised table;
- and reduce crossing conflicts at Rockfield Avenue.

This is a compromise rather than a complete removal of cycle infrastructure.

An alternative approach would be to remove the beech hedging altogether and replace it with a low-level stone wall which would not obstruct or impede sightlines.

In an effort to ease the traffic exiting onto the busy Celbridge road the placement of a yellow hatch box in front of Rockfield Estate should be considered mandatory.

3.5 Conclusion

Redirecting the westbound cycle lane through Laurence Avenue, while retaining the eastbound cycle lane in front of Rockfield Estate, would improve visibility without removing cycle provision from the Rockfield frontage.

The proposed 2–3 metre central relocation of the footpath, raised table and retained eastbound cycle track could also allow a grassed verge to extend to the existing beech hedgerow. This will improve visibility, landscape separation and the clarity of the junction.

The revised option provides a more proportionate balance between:

- pedestrian priority;
- eastbound cycling provision;
- westbound cycle continuity through Laurence Avenue;
- safe vehicular access and egress;
- and retention of the landscaped character of Rockfield Estate.

KCC-C485-86

[redacted]

Planning Department
Kildare County Council.

Re: Submission as part of Proposed
Celbridge Road Active Travel Scheme
Maynooth (Ref: P82026.02)

As a long standing resident of
Rail Park I will be affected by the
proposed plans as presented to us.
through increases in the following:

1 - Traffic Pollution
2 - Air Pollution
3 - Noise Pollution
4 - Heavy Machinery and
Traffic flow causing
stress on fabric of houses

Regarding the provision of speed ramps throughout the estate I would agree with the placing of some after consultation with the County Council and residents

[redacted]

APPENDIX F
UPDATED PLAN DRAWING & PHOTOMONTAGE
(FOR FRONT OF RAIL PARK)

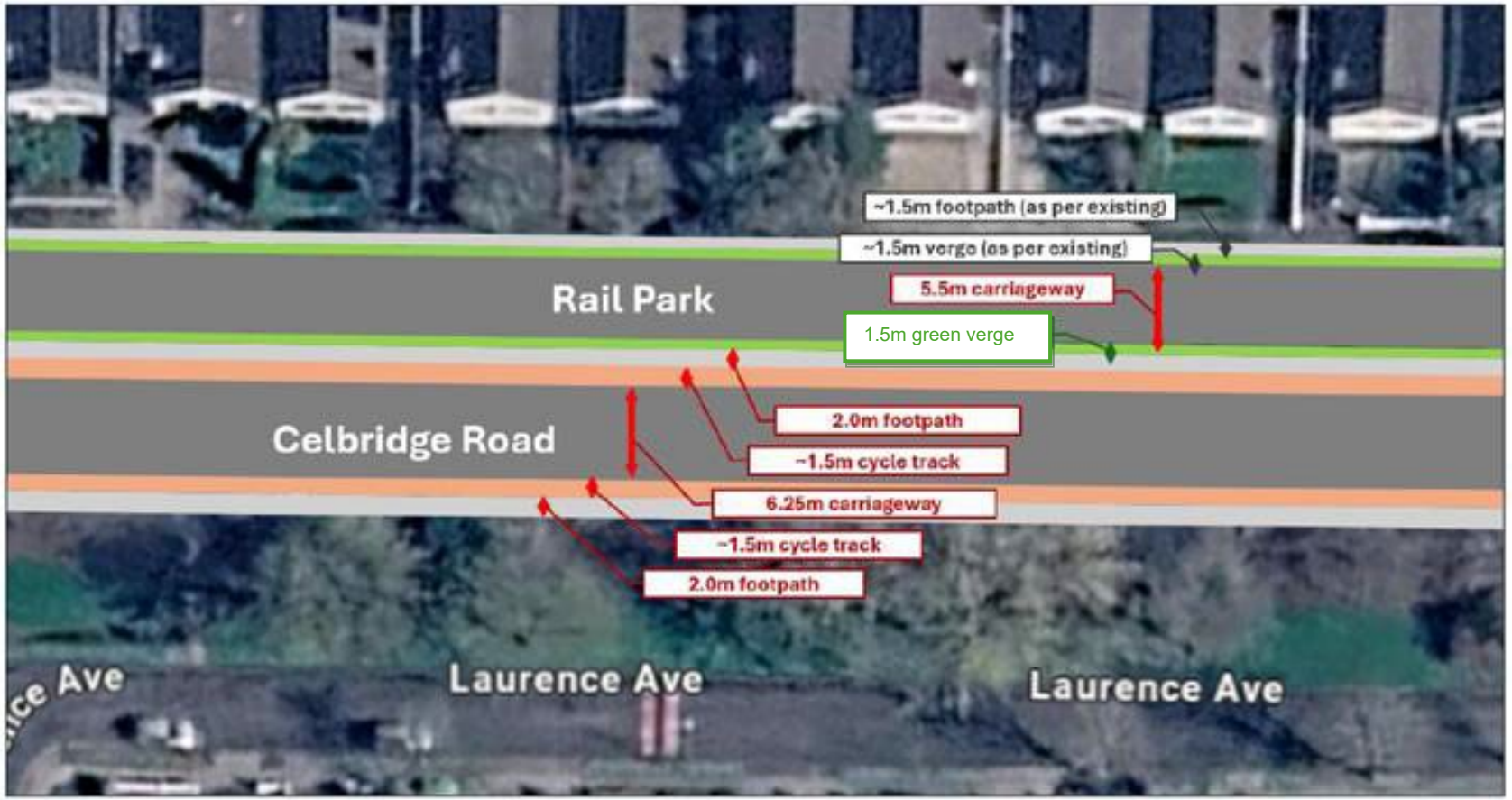
Viewpoint 4 – Rail Park & Celbridge Road
Existing Layout



AtkinsRéalis - Basique / Référence

Viewpoint 4 – Rail Park & Celbridge Road
Proposed Layout





Amendment to Part 8 – Retainment of 1.5m wide Green Verge between Rail Park & Celbridge Road (Subject to Detailed Design)

UPDATED LAYOUT DRAWING