Comhairle Contae Chill Dara
Kildare County Council

Appendix A: Submission Report

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Kildare County Council

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Proposed Traffic Calming Measures

Section 38- Road Traffic Act 1994

St.Conleth's Infant School & Patrician Primary School, Newbridge- Safe Routes to School Scheme

Reference no	From	Submissions	Response
KCC-C518-1	[redacted]	I wish to formally object to the proposed installation of speed control ramps as part of this scheme. I fully support measures that genuinely improve safety for children. The proposed pedestrian crossings, school zone markings, bus stop upgrades and bollards are all welcome improvements and should proceed. However, the proposed speed ramps are the wrong solution for this location and will create more problems than they solve. Traffic on the Dublin Road (R445) and Chapel Lane is already at breaking point during school drop-off and collection times. Vehicles regularly queue for considerable distances, and adding speed ramps will only worsen congestion, increase journey times and result in more vehicles sitting idle, producing unnecessary noise and air pollution. The scheme should improve traffic movement while enhancing safety, not make congestion even worse. The biggest safety concern is not vehicle speed but the complete lack	The proposed scheme, through the creation of a visually identifiable school zone, an upgraded signalised crossing on the R445 Dublin Road, traffic calming ramps and the raised footpath crossing at Chapel Lane will prioritise the safety of students arriving to and departing from the schools by walking and cycling and therefore reduce the vehicular traffic volume on the R445 Dublin Road in Newbridge. Traffic Calming Ramps are a standard measure to calm vehicular speed where high volumes pedestrian and cyclist traffic interact with vehicular traffic, particularly adjacent to schools and are used as standard on Safe Routes to School Schemes, and are being included in the proposed scheme at St. Conleths Infant School and the Patrician Primary School, Newbridge. Pencil Bollards are being installed as part of the proposed scheme for the purpose of pedestrian protection and have no function in terms of parking management. A Pedestrian Overbridge is not feasible at the existing pedestrian crossing across the R445 Dublin Road at St. Conleths Infant School due to spatial constraints and possible visual

Reference no	From	Submissions	Response
		of parking discipline. Parents regularly park on both sides of the road, reducing the road to a single lane in places and forcing traffic to weave around parked cars. This creates dangerous conditions for everyone. Even more concerning is that children frequently cross between parked vehicles where they cannot be seen by approaching drivers. This has been witnessed on numerous occasions and presents a far greater risk than the absence of speed ramps. The entrance to Old Connell has also become a rat run. Parents use it to avoid traffic and park for the schools, while others use it to access the crèche. This creates unnecessary traffic in a residential area that was never designed for this level of use. The Council should be addressing this issue as part of the scheme instead of introducing measures that simply delay vehicles on the main road. I also question the continued expansion of cycle infrastructure in this location. The existing cycle lanes have significantly narrowed the road, contributing to congestion, yet they	impacts arising from such a proposal. Pedestrian overbridges are generally only used for pedestrian crossings at dual carriageways within urban areas. The issue of general traffic management in nearby residential areas is not considered as part of the proposed scheme which proposes to improve safety for pedestrians and cyclists at the St. Conleths Infant School and the Patrician Primary School. Specific cycling facilities are not being provided as part of the proposed scheme and hence will not impact the existing road widths on the R445 Dublin Road or Chapel Lane.

Reference no	From	Submissions	Response
		are rarely used. Before further changes are made that reduce road capacity, there should be evidence that the existing facilities are being used and are delivering the intended benefits. Emergency vehicles and public transport will also be affected by the proposed ramps. Ambulances, fire appliances and buses will all be forced to slow at every ramp, delaying response times and disrupting services. This is an unnecessary consequence when the underlying issues have not been properly addressed. A far better long-term solution would be a pedestrian overpass or similar grade-separated crossing. This would allow children to cross the busy road safely without interacting with traffic, providing a much higher level of safety while allowing traffic to continue flowing. Combined with stricter parking enforcement and better management of school traffic, this would achieve the objectives of the scheme far more effectively than installing speed ramps. I respectfully ask Kildare County Council to reconsider the proposed	

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		speed ramps and instead focus on measures that tackle the real causes of congestion and danger. The Council has an opportunity to improve safety without creating unnecessary delays for thousands of road users. I urge you to amend the proposal accordingly.	
KCC-C518-2	[redacted]	Please find attached my submission on the proposed Safe Routes to School scheme for St Conleth's Infant School and Patrician Primary School, Newbridge. I support the scheme and want to see it delivered. My submission raises a number of points that I believe should be addressed as the design is finalised, including the proposed removal of pedestrian guardrail, footpath and bus-stop space, the proposed ramps and crossings, accessible parking, cycling provision, Chapel Lane and the potential displacement of school-time parking into nearby residential areas.	Regarding the extent of removal of the existing guardrails as part of the proposed scheme, a spelling error on the proposed scheme drawings (to be corrected) indicates complete removal of the existing guardrails however this is not the case, only a small section of the existing guardrails is to be removed to facilitate the proposed Bus Shelter at the existing Bus Stop on the northside of the R445 Dublin Road. A proposed 'School Street' scheme is not considered feasible in terms of the requirement for emergency and local access on the R445 Dublin Road & Chapel Lane. Traffic Calming ramps with a flat top length of 6 metres shall be included for traffic calming on the R445 Dublin Road which is the recommended ramp length for bus routes in accordance with the National Transport Authority standard for Safe Route Schemes.

Reference no	From	Submissions	Response
			The preparation of an Environmental Impact Statement (EIA) and Appropriate Assessment (AA) assessments are only required for schemes under the Roads Act 1993 or the Planning & Development Act 2000, the proposed scheme does not require the preparation of EIA or AA Reports The proposed Pencil Bollards to be provided will not limit existing footpath width at narrow footpath sections such as the footpath on the eastside of Chapel Lane due to their proposed location on the outer edge of the road carriageway on Chapel Lane. The proposed Raised Footpath on Chapel Lane near the R445 Dublin Road/Chapel Lane junction is designed to the relevant Design Manual for Urban Roads and Streets & National Transport Authority standards. The proposed Bus Shelter layouts on the R445 Dublin Road will not impact existing pedestrian movements.
KCC-C518-3	[redacted]	Appendix A –Submission 3	The proposed scheme is a Safe Routes to School scheme of traffic management measures to improve safety for pedestrians and cyclists, who are walking and cycling to the

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			St. Conleths Infant School and the Patrician Primary School, specific cycling facilities are not being provided as part of the proposed scheme. Cycling parking facilities for school students are provided on school grounds. A proposed 'School Street' scheme is not considered feasible in terms of the requirement for emergency and local access on the R445 Dublin Road & Chapel Lane. The widening of existing footpaths on Chapel Lane to meet the minimum widths as recommended would require a re-design of Chapel Lane road cross section and removal of the existing car parking spaces. The provision of a specific Park & Stride at this location for use by vehicles delivering student to and from St. Conleths Infant School and the Patrician Primary School is not feasible at this location. The parent survey information to determine the nature of school trips to the relevant school is provided within the An Taisce Green Schools Safe Routes to School Delivery Plan for the proposed scheme The proposed scheme includes traffic management measures at this specific location

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			to improve safety for pedestrians and cyclists at St. Conleths Infant School & the Patrician Primary School. Additional front of school waiting areas were considered as part of the proposed scheme however limited space on the R445 Dublin Road and Chapel Lane prevents inclusion of such build out areas within the proposed scheme. The proposed Bus Shelter layouts on the R445 Dublin Road will not impact pedestrian movements and the proposed removal of a section of existing guardrail on the northside of the R445 Dublin Road will enhance pedestrian movements at the proposed Bus Shelter at the existing Bus Stop on the northside of the road. The proposed scheme is designed to the relevant Design Manual for Urban Roads and Streets & National Transport Authority standards, the existing accessibility will be maintained throughout the proposed scheme.
KCC-C518-4	[redacted]	That the surface water collection that gathers near the bridge on the St.Conleth's side be addressed. This location is just as you leave the bridge near Patrician Secondary School towards Buckleys Cross. The	The proposed surface water drainage will be installed adjacent to the entrance to the Patrician Secondary School to address the surface water collection issue at this location as part of the proposed scheme.

Reference no	From	Submissions	Response
		Area Engineer is aware of the location if you wish to consult. Also can the damaged sections of the bridge be repaired while we await the full upgrade.	Full replacement of the bridge wooden deck is being undertaken as part of a separate scheme by Kildare County Council.
KCC-C518-5	[redacted]	The overall presentation and drawings are very poor. The text accompanying them is barely legible. For example, it is difficult to see what is proposed in relation to the bus shelter on Infant School side and particularly bearing in mind that you are removing the existing safety railings.	Regarding the extent of removal of the existing guardrails as part of the proposed scheme, a spelling error on the proposed scheme drawings (to be corrected) indicates complete removal of the existing guardrails however this is not the case, only a small section of the existing guardrails is to be removed to facilitate the proposed Bus Shelter at the Bus Stop on the northside of the R445 Dublin Road.
KCC-C518-6	[redacted]	Removal of existing safety railings on both sides of Naas Road is a major concern. Spacing between proposed new bollards is also a safety concern and is unlikely to prevent cars and buses parking on footpaths at drop off/collection times causing chaos and obstruction to other road users. The existing vehicular exit and pedestrian access gates at St. Conleth's and Mary's Infant School do not appear on the drawings. If it is proposed to close these gates, this would be most welcome indeed.	Regarding the extent of removal of the existing guardrails as part of the proposed scheme, a spelling error on the proposed scheme drawings (to be corrected) indicates complete removal of the existing guardrails however this is not the case, only a small section of the existing guardrails is to be removed to facilitate the proposed Bus Shelter at the Bus Stop on the northside of the R445 Dublin Road. Pencil Bollards are to be installed for the purpose of pedestrian protection as part of the proposed scheme and have no function in terms of parking management.

Reference no	From	Submissions	Response
		It appears the proposed bollards on infant school side extend beyond entrance to Old Connell? If the proposed bollards are intended to prevent parking of cars and buses on footpaths, what is the proposed alternative plan? The overall presentation of drawings is very poor and with barely legible text. For example, it is not clear what is proposed for the bus shelter on the infant school side. Also it is not clear if the proposed bollards are extending beyond the schools to Old Connell.	None of the existing property entrances adjacent to the proposed scheme will be affected by the scheme. The proposed Safe Routes to School scheme is for the purpose of enhancing safety for pedestrians and cyclists, and encouraging walking and cycling trips to St. Conleths Infant School & the Patrician Primary School The proposed Bus Shelter on the northside of the R445 Dublin Road, Newbridge is shown on the Section 38 scheme drawings.

Appendix A Submission 3

1 Proposed St. Conleth's Infant School & Patrician Primary School Safe Routes to School Scheme, Newbridge

To: Kildare County Council
Re: Proposed St. Conleth's Infant School & Patrician Primary School Safe Routes to School Scheme, Newbridge
Consultation: Section 38 Safe Routes to School Scheme
Submission: Review of Proposed Design

I support the principle of improving road safety and active-travel provision around both schools. However, having reviewed the submitted drawing package, I have significant concerns that the current proposal does not demonstrate that the full objectives and design principles of the National Transport Authority's Safe Routes to School (SRTS) programme have been addressed.

The NTA identifies three principal aims for the SRTS programme:

1. improve safety at the school gate and alleviate congestion;
2. improve access routes to school through walking and cycling infrastructure; and
3. increase cycling through additional cycle parking.

The current proposal provides a number of useful traffic-calming and pedestrian measures. However, the submitted drawings appear to concentrate predominantly on traffic calming.

There is insufficient evidence of a comprehensive strategy for cycling, cycle parking, Park & Stride, school-street operation, wider route connectivity and the removal of vehicle/pedestrian conflicts as set out in the NTA SRTS.

The proposal should be reviewed and revised ensuring that the core principals of the SRTS are met before a final revision is made available for public review again.

2 Principal Technical Concerns

2.1 Absence of a coherent cycling strategy

This is a major concern.

The SRTS programme explicitly identifies improvement of cycling infrastructure and expansion of cycle parking as core objectives.

The NTA Rapid Build SRTS guidance also states that rapid-build approaches should be used to deliver effective active-travel infrastructure, with road-space reallocation and School Streets among the primary approaches to be considered.

Having reviewed the submitted drawings, I cannot identify a continuous dedicated cycling facility connecting the surrounding residential areas to the schools.

2.1.1 The current plan does not even extend the existing cycle lanes to the school

The proposal therefore appears to provide substantially more intervention for motor vehicles and pedestrians than for children cycling or scooting to school.

This is particularly concerning given the history of concerns raised regarding cycling safety in connection with this SRTS project.

2.1.2 Remediation

The Council should publish a clear cycling strategy showing:

- existing cycle routes;
- proposed cycle routes;
- connections to the wider Newbridge cycle network;
- routes from surrounding residential areas;
- protected sections;
- junction treatments;
- cycle crossings;
- cycle/scooter interaction with pedestrians;
- cycle parking; and
- how children can safely cycle from the surrounding area to each school.

A route should be demonstrated from the wider network to the school rather than simply providing pedestrian infrastructure at the school frontage.

2.2 Cycle parking

I cannot identify meaningful additional cycle parking within the submitted drawing package.

This is a significant omission because increasing cycle parking is expressly identified as one of the three objectives of the SRTS programme.

For three schools serving a substantial number of primary-school pupils, the design should demonstrate that sufficient secure and accessible cycle and scooter parking is available.

Please provide:

- existing cycle parking capacity;
- existing scooter parking capacity;
- current usage/demand;
- proposed additional capacity;
- location of new facilities;
- secure/covered provision where appropriate; and
- provision for future expansion.

2.3 Chapel Lane – proposed 1.60 m footway

The most significant dimensional concern identified in the drawings is on Chapel Lane.

Drawing 005, Section D-D, indicates a footway of approximately 1.60 m on the church side of Chapel Lane.

The SRTS Design Guide identifies 1.80 m as the minimum footpath width and specifically recognises that footpaths outside schools may need to be wider because of peak pedestrian loading.

This is particularly concerning because this is not a typical residential pedestrian environment. The route serves:

- Five schools (St. Conleth's Infant School, St. Conleth's and Mary School, Patrician Primary School, Holy Family Secondary School and the Patricians Secondary School)
- Local Residents
- public transport activity.
- St. Conleth's parish church

The NTA's SRTS guidance is specifically intended to create safer and calmer environments around schools, rather than merely providing the minimum pedestrian infrastructure possible.

2.3.1 Remediation

Kildare County Council should explain why a 1.60 m footway has been proposed and demonstrate how this is consistent with the applicable SRTS guidance.

Given the school environment, consideration should instead be given to achieving at least 1.80 m, and preferably a wider unobstructed pedestrian route where pedestrian demand warrants it.

Drawing 005 indicates a 2.25 m parking strip immediately adjacent to the school-side footway on Chapel Lane.

This arrangement warrants significant reconsideration.

The SRTS Design Guide places considerable emphasis on reducing vehicle/pedestrian conflict at the school gate and asks whether the design discourages parking and set-down activity.

The NTA's Rapid Build SRTS guidance similarly focuses on creating a high-quality front-of-school environment and identifies road-space reallocation as one of the principal approaches to achieving this.

Retaining a parking strip directly adjacent to the school pedestrian route creates the potential for:

- vehicle/pedestrian conflict;
- reversing movements;
- vehicle doors opening into the pedestrian environment;
- reduced visibility of children;
- informal school drop-off;
- congestion during school arrival and departure; and
- continued dependence on private-car access immediately beside the school.

If this parking is intended to operate during school arrival and departure periods, the Council should specifically demonstrate how it is consistent with the SRTS objective of reducing congestion and vehicle conflict at the school frontage.

The Council should assess removal or time-restricted use of this parking area and consider reallocating the road space to:

- pedestrian space;
- cycle/scooter infrastructure;
- landscaping/placemaking; or
- a protected school-zone environment.

2.4 No demonstrated Park & Stride strategy

The proposal does not demonstrate how school-related vehicle drop-off is to be managed if parking and set-down activity at the school frontage is to be discouraged.

A properly developed SRTS scheme should consider the complete journey rather than only the final few metres at the school gate.

The Council should therefore demonstrate whether suitable Park & Stride locations have been investigated and, if so, why they have or have not been incorporated.

The route between the Park & Stride location and the school must be safe, direct, accessible and suitable for children.

St. Conleth's Park Parking in the center of the town could be utilized as a park and stride with parking charges paused for the duration of drop-off / pick up.

2.4.1 Request

Please provide:

- the Park & Stride assessment;
- locations considered;
- available capacity;
- distance from the schools;
- walking route;
- crossing arrangements;
- accessibility assessment; and
- reasons for accepting or rejecting potential locations.

2.5 No School Street assessment demonstrated

The current proposal appears to operate primarily as a School Zone/traffic-calming scheme.

However, the NTA's 2025 School Streets Guidance now provides a specific framework for considering School Streets. School Streets temporarily restrict general vehicular traffic outside schools during drop-off and pick-up periods to create a safer environment for children.

The NTA Rapid Build SRTS Advice Note also states that cost-effective rapid-build approaches, including road-space reallocation and School Streets, are required to be the primary options considered for new SRTS infrastructure.

2.5.1 Request

Please publish the assessment undertaken to determine whether a School Street was suitable for:

- Chapel Lane;
- the immediate school frontage; and/or
- any other road within the scheme.

If a School Street was rejected, the Council should provide the technical reasons for that decision, including consideration of:

- traffic volumes;
- traffic speeds;
- residential access;
- bus access;
- emergency access;
- school access;
- disabled parking;
- Park & Stride;
- alternative traffic routes; and
- stakeholder feedback.

The 2025 NTA guidance specifically provides a framework for local authorities to assess and trial School Streets.

2.6 Traffic and pedestrian survey information

The submitted drawings do not, in themselves, demonstrate the underlying traffic and pedestrian data used to determine the proposed interventions.

This is important because the scheme includes:

- speed ramps;
- raised pedestrian crossings;
- signalised crossing improvements;
- parking;
- bus facilities;
- bollards;
- carriageway changes; and
- school-zone markings.

The Council should be able to demonstrate why each intervention is located where it is.

2.6.1 Request

Please publish the survey information used in developing the design, including, where available:

- traffic volumes;
- vehicle speeds;
- pedestrian counts;
- cycle counts;
- scooter movements;
- school travel-mode data;
- parking/drop-off surveys;
- pedestrian desire-line assessment;
- traffic collision history;
- bus movements; and
- school arrival/departure observations.

Without this information, it is difficult to determine whether the proposed interventions are addressing the actual problems experienced by pupils.

2.7 Pedestrian connectivity

The SRTS programme is intended to improve access routes to school, not simply the immediate school frontage.

The submitted drawings do not adequately demonstrate the wider walking and cycling network serving the schools.

A successful SRTS design should demonstrate the complete journey:

Residential areas → local streets → pedestrian/cycle network → crossings → school entrance.

The Council should demonstrate how the scheme addresses:

- missing footpath links;
- indirect routes;
- unsafe crossing points;
- desire lines;
- permeability;
- routes from surrounding estates;
- cycle connections;
- scooter routes; and
- connections to the wider Newbridge active-travel network.

2.7.1 Request

Please provide the SRTS route audit/Delivery Plan and demonstrate how the submitted drawings implement the recommendations arising from that assessment.

2.8 Front-of-school environment

The current proposal contains useful individual safety measures, but the overall front-of-school environment remains heavily influenced by vehicle access.

The NTA's SRTS Rapid Build guidance places particular emphasis on the front-of-school environment, including measures to alleviate congestion and improve access.

The design should therefore provide a clear area where children can:

- arrive safely;
- wait;
- congregate;
- walk;
- cycle;
- use scooters; and
- enter the school

without being required to interact unnecessarily with moving or parked vehicles.

2.8.1 Request

The Council should demonstrate how the proposed layout creates a genuinely pedestrian-priority front-of-school environment rather than simply controlling vehicle movements around an existing vehicle-dominated arrangement.

2.9 Road-space allocation

The drawings demonstrate that considerable road space is being allocated to motor-vehicle functions, including:

- traffic lanes;
- parking;
- bus facilities; and
- accessible parking.

By comparison, cycling provision is absent.

The NTA Rapid Build SRTS guidance expressly identifies road-space reallocation as a primary approach for new SRTS infrastructure.

The Council should therefore demonstrate that the available road space has been allocated in accordance with the objectives of the SRTS programme and the wider active-travel hierarchy.

2.9.1 Request

Please provide the options assessment showing:

1. the existing road-space allocation;
2. the proposed allocation;
3. alternative active-travel options considered; and
4. why additional space has not been allocated to walking and cycling where practicable.

2.10 Bus-stop arrangement

I support the principle of improving the bus facilities.

However, the proposed bus infrastructure must be assessed in conjunction with pedestrian and cycling movements.

The Council should confirm that the final design maintains an unobstructed accessible pedestrian route around:

- the bus shelter;
- seating;
- signage;
- planting;
- utilities;
- kerbs; and
- other street furniture.

Particular attention should be given to conflicts between buses, pedestrians, cyclists and the proposed pedestrian crossings.

The final detailed design should maintain adequate clear pedestrian space at all times.

2.11 Accessibility and universal design

The drawings include positive measures such as dropped kerbs, tactile paving and raised crossings.

However, accessibility should be demonstrated throughout the entire route rather than at isolated crossing points.

The Council should confirm that the complete route provides:

- continuous accessible footways;
- appropriate dropped kerbs;
- tactile paving;
- suitable gradients;
- adequate clear width;
- accessible crossing points;
- unobstructed pedestrian routes;
- appropriate bus-stop access; and
- suitable provision for wheelchair users and children with mobility or sensory needs.

This is particularly important for an infant and primary-school environment.

2.12 Road Safety Audit

Given the number of changes proposed to the road layout, a full Road Safety Audit should be completed and made available.

The audit should specifically consider:

- child pedestrian behaviour;
- vehicle/pedestrian conflict;
- reversing vehicles;
- parking manoeuvres;
- bus movements;
- crossing locations;
- visibility;
- cycle/scooter movements;
- school arrival/departure periods;
- accessibility;
- junction interactions; and
- emergency vehicle access.

The audit should consider the road environment during actual school peak periods, rather than relying solely on off-peak conditions.

3 Positives

There are several positive elements in the submitted design which should be retained, subject to detailed review:

- proposed raised pedestrian crossing;
- upgrade of the existing Pelican crossing;

- dropped kerbs and tactile paving;
- speed-control measures;
- school-zone markings;
- removal of unnecessary guardrail;
- pencil bollards where appropriately located;
- improvements to the bus facilities; and
- accessible parking provision.

The concern is that these individual measures do not yet appear to constitute a sufficiently comprehensive SRTS solution.

4 Information requested from Kildare County Council

Before the scheme proceeds, I respectfully request that Kildare County Council makes the following information available:

1. The An Taisce/Green-Schools SRTS Outline Delivery Plan for the schools.
2. The SRTS route audit.
3. The school travel survey.
4. Traffic-volume surveys.
5. Vehicle-speed surveys.
6. Pedestrian/cycle/scooter counts.
7. Parking and school drop-off surveys.
8. Pedestrian desire-line assessment.
9. Cycle-network assessment.
10. Cycle-parking assessment.
11. Park & Stride assessment.
12. School Street assessment.
13. Options appraisal demonstrating how road-space allocation was determined.
14. Consultation feedback from the schools, pupils, parents and other stakeholders.
15. The Road Safety Audit and responses to its recommendations.
16. Accessibility/universal-design assessment.
17. Collision/road-safety data used in developing the scheme.
18. Details of how the proposed scheme connects to the wider Newbridge walking and cycling network.

5 Requested amendments

On the basis of the above, I request that the Council considers the following amendments before proceeding:

1. Cycling

Provide a continuous and safe cycle/scooter route connecting the surrounding network to both schools.

2. Chapel Lane footway

Revise the proposed 1.60 m footway to at least the applicable 1.80 m benchmark and consider a greater width given the school pedestrian demand.

3. School-side parking

Reassess the 2.25 m parking strip adjacent to the school and consider reallocating this space to pedestrian, cycling or school-zone uses.

4. Cycle parking

Provide sufficient secure cycle and scooter parking based on existing and projected demand.

5. Park & Stride

Identify and provide suitable Park & Stride facilities with safe walking routes to the schools.

6. School Street

Complete and publish a formal School Street assessment in accordance with the 2025 NTA guidance.

7. Evidence base

Publish the traffic, speed, pedestrian, cycling, parking and school travel data underpinning the design.

8. Wider network

Demonstrate how the scheme connects to the wider Newbridge walking and cycling network and addresses the full school journey.

9. Road-space allocation

Reconsider the allocation of road space to parking and vehicle movement where this can safely be reallocated to active travel.

10. Road Safety Audit

Complete and publish a Road Safety Audit and incorporate all appropriate recommendations before construction.

6 Conclusion

The scheme as currently presented does not adequately demonstrate that it delivers the full objectives of a Safe Routes to School scheme.

The most significant concerns are:

- lack of evidence demonstrating how the proposal connects the schools to the wider walking and cycling network.
- the 1.60 m proposed footway on Chapel Lane;
- retention of a 2.25 m parking strip immediately adjacent to the school-side footway;
- the apparent absence of a coherent cycling network connection;
- the absence of demonstrated cycle parking improvements;
- the absence of a demonstrated Park & Stride strategy;
- the absence of a demonstrated School Street assessment;
- the lack of publicly demonstrated traffic, speed, pedestrian and cycling evidence underpinning the interventions; and

The NTA's current SRTS guidance makes clear that the programme is intended to improve both the front-of-school environment and the routes to school, including walking, cycling and cycle parking. The more recent NTA School Streets Guidance also provides a specific framework for considering temporary vehicle restrictions around schools.

Accordingly, I respectfully request that the current design is not progressed to construction in its present form until the above matters have been fully assessed and addressed, and that the revised design and supporting technical information are made available for public review.

In particular, Kildare County Council should demonstrate that it has considered the scheme as a complete Safe Routes to School intervention, rather than primarily as a traffic-calming and pedestrian-crossing scheme.

The objective should be to create a school environment in which a child can safely and independently walk, cycle or scoot from the surrounding community to the school, with minimal interaction with moving or parked vehicles.