AtkinsRéalis

Part 8 Report

Kildare County Council

May 2026

0091652DG0090

CELBRIDGE ROAD MAYNOOTH ACTIVE TRAVEL SCHEME

Notice

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Client signoff

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Abbreviations

CDM – Cycle Design Manual

KCC – Kildare County Council

OSR – Option Selection Report

TLXXX – Typical Layouts referenced from the CDM

NTA – National Transport Authority

1. Project Description

Kildare County Council (The Client/KCC) as the Contracting Authority and National Transport Authority (NTA), appointed AtkinsRéalis (the Consultant) to provide Engineering-led Multi-disciplinary Consultancy and Design services for the NTA PAG Phase 3 (Preliminary Design) and Phase 4 (Statutory Processes) of active travel provisions and associated works on the Celbridge Road, Maynooth, Active Travel Scheme. Prior to the commencement of Phase 3 and 4, KCC progressed and delivered Phases 1 and 2 internally.

The project is located in Maynooth, situated northeast of County Kildare. It involves approximately 1.2km of active travel facilities which includes works along sections of Celbridge Road, Straffan Road, Rail Park, Laurence Avenue, and Maynooth Park. Figure 1-1 illustrates the location and the extents of the route.

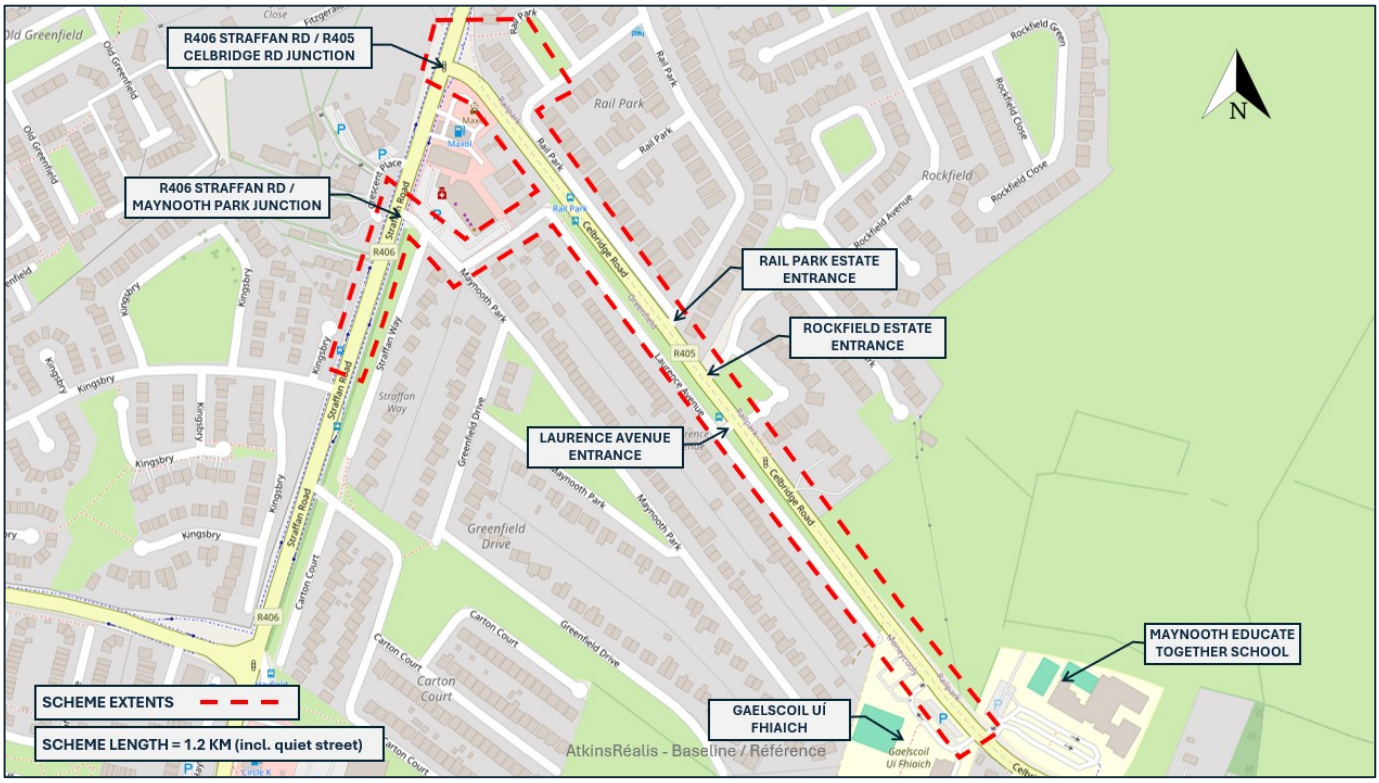


Figure 1-1 - Site Location

2. Project Aims & Objectives

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.

The objectives for the scheme are based on multi criteria requirements outlined by the Department of Transport in their report *'Transport Appraisal Framework (June 2023)'* (TAF). The multi-criteria headings are as follows:

- **Transport User Benefits and Other Economic Impacts:** To improve economic welfare of transport network users measuring the connectivity with existing and proposed public transport facilities as well as other economic impacts related to costs of construction and maintenance.
- **Accessibility Impacts:** To improve accessibility to key services, such as retail, healthcare and educational facilities and other high employment areas. Improvements for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit. This criterion will also assess four of the five main requirements for cycle-friendly infrastructure according to the Cycle Design Manual, which are: safety, coherence, directness, comfort and attractiveness.
- **Social Impacts:** To improve accessibility for the socially, economically and physically disadvantaged groups; to provide increased health benefits by raising activity levels and to ensure gender impacts are addressed.
- **Land Use Impacts:** To integrate the scheme into strategic land use planning / strategies as set out in national and regional policies and guidelines.
- **Safety Impacts:** To reduce the potential for conflict between all road users along the routes through the provision of a facility which is in line with the current standards. The Scheme will seek to:
  - Improve safety and provide a better environment for vulnerable road users within the study area
  - Improve security by providing adequate lighting and visibility to deter anti-social behaviour.
- **Climate Change Impacts:** To reduce gas emissions in the transport sector by encouraging active travel through improved infrastructure and also to improve the robustness of infrastructure to be able to resist effects of climate change (extreme weather events).
- **Local Environmental Impacts:** To minimize impacts on the receiving environment, considering air quality, noise and vibration, biodiversity, water` resources and soil quality, landscape and visual quality and cultural and heritage impacts.

Additional to the above TAF objectives, the following localised objectives are applicable as highlighted in the Cycle Design Manual:

- Safety in terms of cycle facilities without interference from vehicular traffic, particularly at junctions and entrances.
- Directness in terms of a relatively direct journey which reflects the desire line of the desired journey.
- Coherence in terms of a continuous cycle track being available for the cyclists particularly through junctions without discontinuities.
- Comfort in terms of a high-quality cycle path pavement which is maintained.
- Attractiveness in terms of the visual pleasantness of the cycle route for cyclists.

3. Planning and Policy Context

3.1 Policy Review

This chapter outlines the review of the relevant transport policies, guidance, and studies for the development of the Celbridge Road Maynooth Active Travel Scheme. Many long-lasting plans and policy objectives at all levels have been used to complete the policy review element of the scheme. Furthermore, these will be used to inform the design decisions and to achieve the goals and objectives of the proposed network. The breakdown of the policies reviewed and detailed in this section are listed in the following order:

- National Level Policy;
- Regional Level Policy; and
- Local Level Policy

3.2 National Level Policy

3.2.1 National Planning Framework (Project Ireland 2040)

Project Ireland 2040 – National Planning Framework (NPF) provides a high-level strategic planning framework to guide development and investment. Maynooth is located in the Eastern and Midland Region, which has experienced population growth at more than twice the national rate. A population of 2.85 million is forecast by 2040 in the Eastern and Midland Region. This forecast indicates a growth in population size of 500,000 people by 2040.

The following policy objectives are relevant to the Celbridge Road Maynooth Active Travel Scheme:

- **National Policy Objective 12:** Ensure the creation of attractive, liveable, well-designed, high-quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- **National Policy Objective 40:** Local planning, housing, health facilities and services, transport/ accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.
- **National Policy Objective 37:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
- **National Policy Objective 69**: Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions as expressed in the most recently adopted carbon budgets.
- **National Policy Objective 93**: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions.

3.2.2 National Development Plan 2021 – 2030

The National Development Plan 2021-2030 (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. The NDP steers planning policy and guides investment decisions at a national, regional, and local level. Relevant priorities identified in the NDP are summarized below.

- **NSO 2 Enhanced Regional Accessibility:** The NDP lists the strategic investment priorities with active travel being the most important, followed by public transport, and finally national roads. In line with this prioritization, the plan highlights the need to deliver high-quality greenways and additional walking and cycling infrastructure across Ireland to support the shift to active travel modes.
- **NSO 3 Strengthened Rural Economies and Communities:** The NDP will support the expansion of sustainable mobility options, both in the context of improved public transport and expanded active travel infrastructure, with the aim of offering citizens in rural areas a sustainable alternative to the private car.
- **NSO 4 Sustainable Mobility**: The NDP puts the highest priority for mobility investment on active travel. It notes that increasing modal share of walking and cycling is critical in ensuring Ireland meets its climate action goals.
- **NSO 8 Transitioning to a Climate-Neutral and Climate-Resilient Society**: The NDP commits to encouraging a significant modal shift away from fossil-fuel based transport. A key part of this is the provision of cycling and walking routes to provide sustainable transport options.

3.2.3 National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) defines the Department of Transport's priorities for the future investment in the transport network to support the implementation of the National Development Plan. NIFTI defines the investment priorities for transportation in Ireland as:

- Mobility of people and goods in urban areas
- Protection and renewal
- Enhanced regional and rural connectivity
- Decarbonisation

Figure 3-1 - NIFTI Four Investment Priorities (source: gov.ie/transport)

To achieve these goals, NIFTI defines the modal hierarchy and transportation investment priorities. NIFTI gives the highest modal priority to active travel followed by public transport and finally private vehicles. This means that, when possible, active transport options should be considered first when attempting to achieve the stated investment priorities.

In addition to modal priority, NIFTI also defines an intervention hierarchy. This hierarchy states that infrastructure investments should be made in the following order:

1. Maintenance of existing infrastructures and assets,
2. Optimisation of the existing network and infrastructure,
3. Improvements to the existing infrastructure,
4. Construction of new infrastructure.

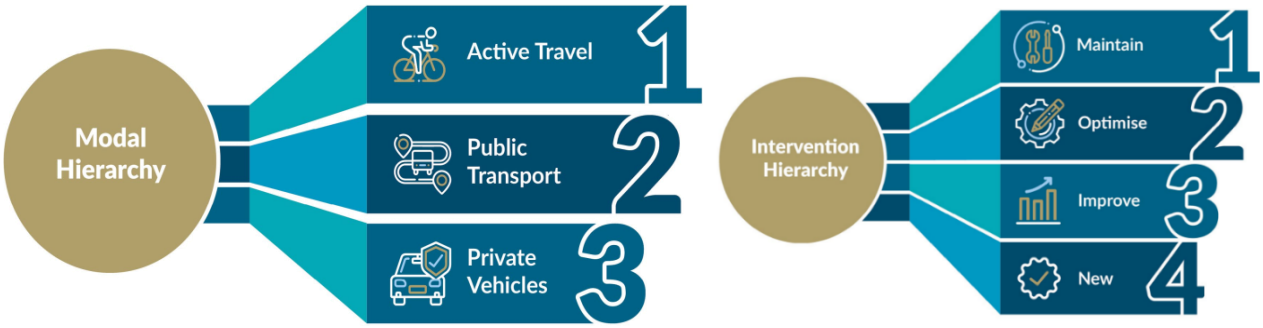


Figure 3-2 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)

As per the NIFTI Intervention Hierarchy, NIFTI places a high emphasis on the use of existing assets (through maintenance, optimisation, or improvement), over the development of new infrastructure assets. NIFTI recognises that investments in transport networks and services, and the policies that drive these investments, can impact on the environment. Several environmental assessments have been carried out in parallel with its development, which includes a Strategic Environmental Assessment (SEA), which highlighted a number of potential impacts associated with the Outcomes, Investment Priorities and Hierarchies proposed by NIFTI, as follows:

- Negative Impacts include, but are not limited to:
  - Short-term/localised negative impacts on water quality and increased noise pollution during construction.
  - Localised increases in pollution or increased CO2 emissions, or localised climate vulnerability such as flooding.
  - Long-term impacts on biodiversity, landscape, or cultural heritage features as a result of new infrastructure developments.
  - Long-term impacts because of land-take and changes in land use required for new developments.
- Positive Impacts include, but are not limited to:
  - Positive impacts to population and human health because of increased safety, with improvements to signage, adequate road surfacing, junction upgrades or realignment works.
  - Benefits for the economy, tourism and regional connectivity providing better social inclusion.
  - Reduced carbon emissions and improved air quality because of sustainable mobility developments.
  - Reduction in localised noise pollution and vibration because of development in sustainable and active travel modes and actions to promote electric vehicles.

3.2.4 National Sustainable Mobility Policy

The Department of Transport published the National Sustainable Mobility Policy (NSMP) in April 2022. The Policy sets out the policy framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The new policy will primarily focus on measures to promote and facilitate active travel and public transport for all thereby encouraging less private car usage nationally to support the Government's climate commitment.

The policy will outline a set of actions to increase active travel infrastructure provision and improve public transport capacity and services across the country. These will be supported by behavioural change and demand management measures to make sustainable modes the preferred choice for as many people as possible. The Climate Action Plan sets out additional measures to promote other complementary transport mitigation measures such as the switch-over to electric car usage and greater use of renewable fuels for transport. The Celbridge Road Maynooth Active Travel Scheme is in alignment with this plan and would contribute to the implementation of several key actions identified in the plan.

Figure 3-3 below illustrates the benefits of sustainable mobility which will be achieved by delivering the Celbridge Road Maynooth Active Travel Scheme.

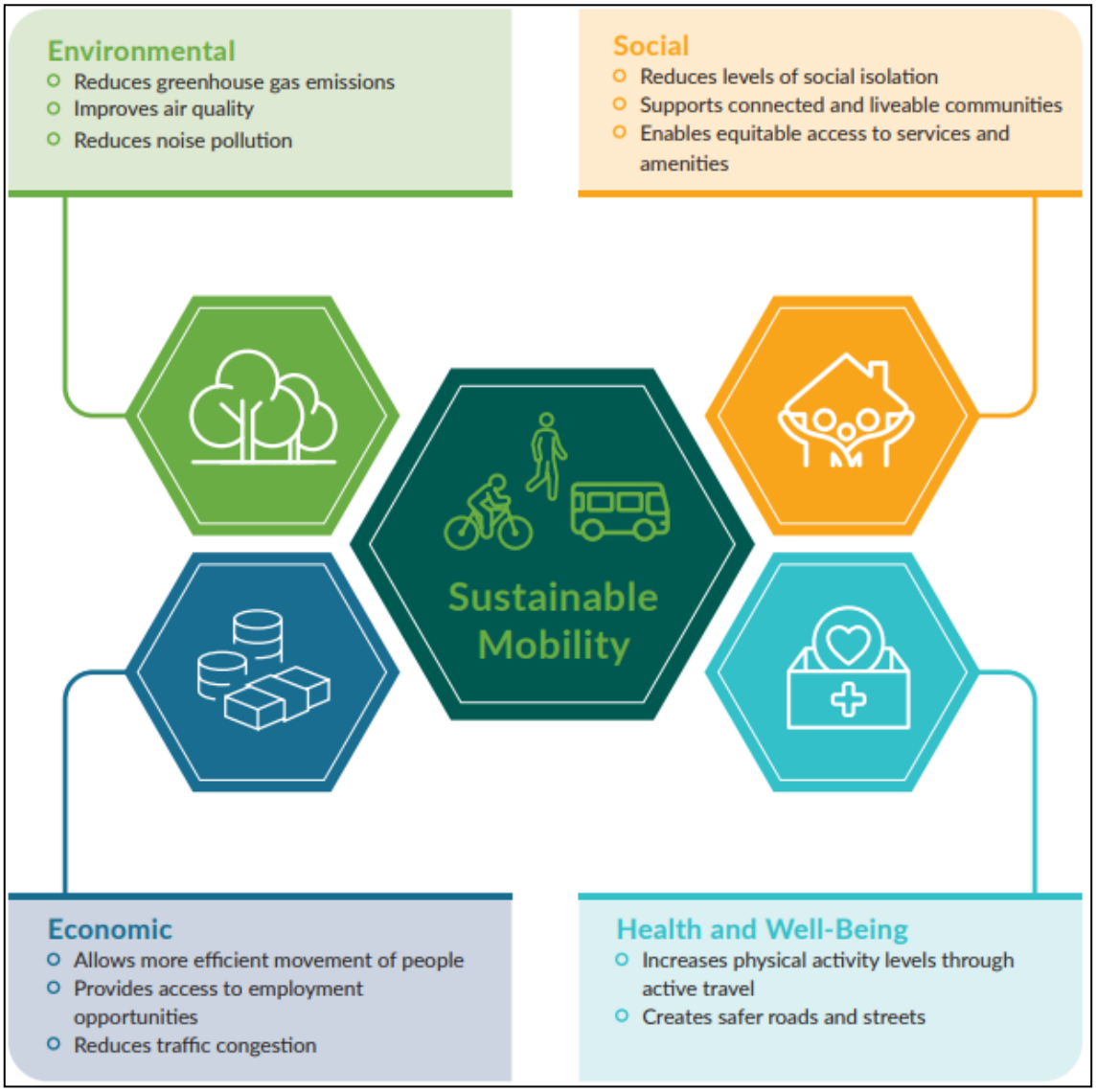


Figure 3-3 - Benefits of Sustainable Mobility

According to the NSMP, the above benefits can be achieved through ten goals, all of which are guided by three key principles, shown in Table 3-1.

Table 3-1 - NSMP Principles and Goals (source: National Sustainable Mobility Plan)

Principles	Goals
Safe and Green Mobility	1. Improve mobility safety.
	2. Decarbonise public transport.
	3. Expand availability of sustainable mobility in metropolitan areas.
	4. Expand availability of sustainable mobility in regional and rural areas.
	5. Encourage people to choose sustainable mobility over the private car. People Focused Mobility.

Principles	Goals
People Focused Mobility	6. Take a whole of journey approach to mobility, promoting inclusive access for all.
	7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
	8. Promote sustainable mobility through research and citizen engagement. Better Integrated Mobility.
Better Integrated Mobility	9. Better integrate land use and transport planning at all levels.
	10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

3.2.5 Climate Action Plan 2025

The Climate Action Plan (CAP25) sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Transport, Built Environment, Industry, Agriculture and Land use have all been assessed in the document with a roadmap laid out to deliver a reduction of emissions in each of these sectors between 2021 and 2030, and to reach net zero nationally by no later than 2050.

As part of the plans for a significant cut in transport emissions, the CAP25 states an objective of 125,000 extra walking, cycling and public transport journeys per day by 2030.

The promotion of walking, cycling and public transport, and a modal shift from the use of private vehicles will all contribute to the achievement of the targets set out in relation to climate action. The CAP25 also mentions the Pathfinder Programme and how the projects will be delivered meeting key criteria as health, well-being, place-making, permeability and universal design.

Specific actions identified in the plan that relate to the Celbridge Road Maynooth Active Travel Scheme are listed below.

- **Action TR/25/7:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans.
- **Action TR/25/11:** Prioritise and accelerate delivery of NTA Connecting Ireland and new town services, via demand responsive transport pilot initiatives, conventional and nonconventional modes of public transport services.

3.2.6 Healthy Ireland Strategic Action Plan 2021 – 2025

The vision of the 'Healthy Ireland Strategy 2021-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility.

This policy is developed to encourage walking and cycling by developing physical activities into daily life and decreasing dependency on private cars and replacing this trip with cycling and walking includes public transport as well which will also improve local air quality. This can play a vital role in overall obesity reduction programme which also supports demand management study. This measure comprises of health, environmental and urban land aids. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life;

- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

3.2.7 National Cycle Policy Framework (NCPF) 2009 – 2020

The backdrop to this policy is the government's transport policy for Ireland. The NCPF sets out a suite of interventions to improve the ease and safety of cycling to achieve greater mode share going forward. The framework states that the focus needs to be on:

- Reducing volumes of through-traffic, especially HGVs, in city and town centres and especially in the vicinity of schools and colleges.
- Calming traffic/enforcing low traffic speeds in urban areas.
- Making junctions safe for cyclists and removing cyclist-unfriendly multi-lane one-way street systems.
- Paying special attention to integrating cycling and public transport.

Other interventions include the following:

- Schools will be a strong focus of the NCPF.
- Supporting the provision of dedicated signed rural cycle networks for Cycling Tourism.
- Ensuring surfaces used by cyclists are maintained to a high standard and are well lit.
- Ensuring that all cycling networks are sign-posted to a high standard.
- Supporting the provision of secure cycle parking at all destinations of importance.
- Integrating cycling and Public Transport, including cycle parking at stations, and the capability to carry bikes on Public Transport services.
- Creation of municipal bike systems to complement an improved Public Transport system.
- Ensuring proposals cater for a 10% modal share of cyclists.

The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities, but also involves wider traffic interventions that benefit all vulnerable road users.

3.2.8 Get Ireland Active, 2016

Healthy Ireland, a Framework for Improved health and wellbeing 2013-2025 is the national framework for seeking to improve the health and wellbeing of people living in Ireland. The framework identifies a number of broad inter-sectoral actions, one of which commits to the development of a plan to promote increased physical activity levels.

Get Ireland Active aim is to increase physical activity levels across the entire population thereby helping to improve health and wellbeing. Get Ireland Active has developed a plan which will seek to ensure that no group is disadvantaged and recognises that targeted interventions are required to address and overcome barriers to participation which are experienced by some people.

Get Ireland Active acknowledges the role that cycling can play in achieving physical activity targets. The plan highlights the importance of good planning to promote the use of cycling, stating that the layout of the environment has a significant impact on the levels of physical activity undertaken across age groups.

- "The built environment is an important determinant of physical activity behaviour. The way the built environment is designed, planned, and built can also act as a barrier to being active and can reinforce sedentary behaviour and car dependence."

Cycling for transport or leisure is a form of physical activity that can easily be incorporated into the daily activities of many people. The development of cycling facilities in Monasterevin Town is a positive example of how the built environment can be developed to promote physical activity, improving the health and well-being of those that choose to travel by bike. Facilities like this will be used for a variety of journey purposes including travelling to work and school, which is an ideal opportunity to increase physical activity through everyday journeys.

3.2.9 Greater Dublin Area Cycle Network Plan

The Greater Dublin Area (GDA) Cycle Network Plan was compiled by the NTA aims to identify and determine in a consistent, clear, and logical manner, the urban cycle network at the primary, secondary and feeder levels across the seven local authorities of the Greater Dublin Area: Dublin City, South Dublin, Dún Laoghaire–Rathdown, Fingal, Meath, Kildare, and Wicklow. Unlike area-based plans prepared previously by Local Authorities, this Cycle Network Plan is to be consistent across county boundaries such that there is continuity of route networks across these administrative boundaries.

The NTA Cycle Network Plan sets out to develop a detailed understanding of cycling demand over a 10-year horizon period in the greater Dublin area. Over this 10-year period the demand for cycling in the GDA is forecast to increase due to two factors – population growth and the changes to the cycling mode share. The GDA Cycle model, developed as part of the Cycle Network Plan, provides a comprehensive representation of existing and projected future cycling demand patterns in the Greater Dublin Area. Trip assignment and route choice in the model is based on trip distance alone to provide a strategic plot of cycling desire lines on the network.

Figure 3-4 shows the location of Celbridge Road in relation to the NTA Cycle Network Plan within Maynooth. Celbridge Road is marked as a Secondary Route and provides improvement to local area cycle facilities, hence linking residential areas to key destinations and promoting cycling as an effective means of transport. The Secondary Route along Celbridge Road will complement the Primary Route along Straffan Road which creates a continuous and accessible cycle link for the wider network within Maynooth.

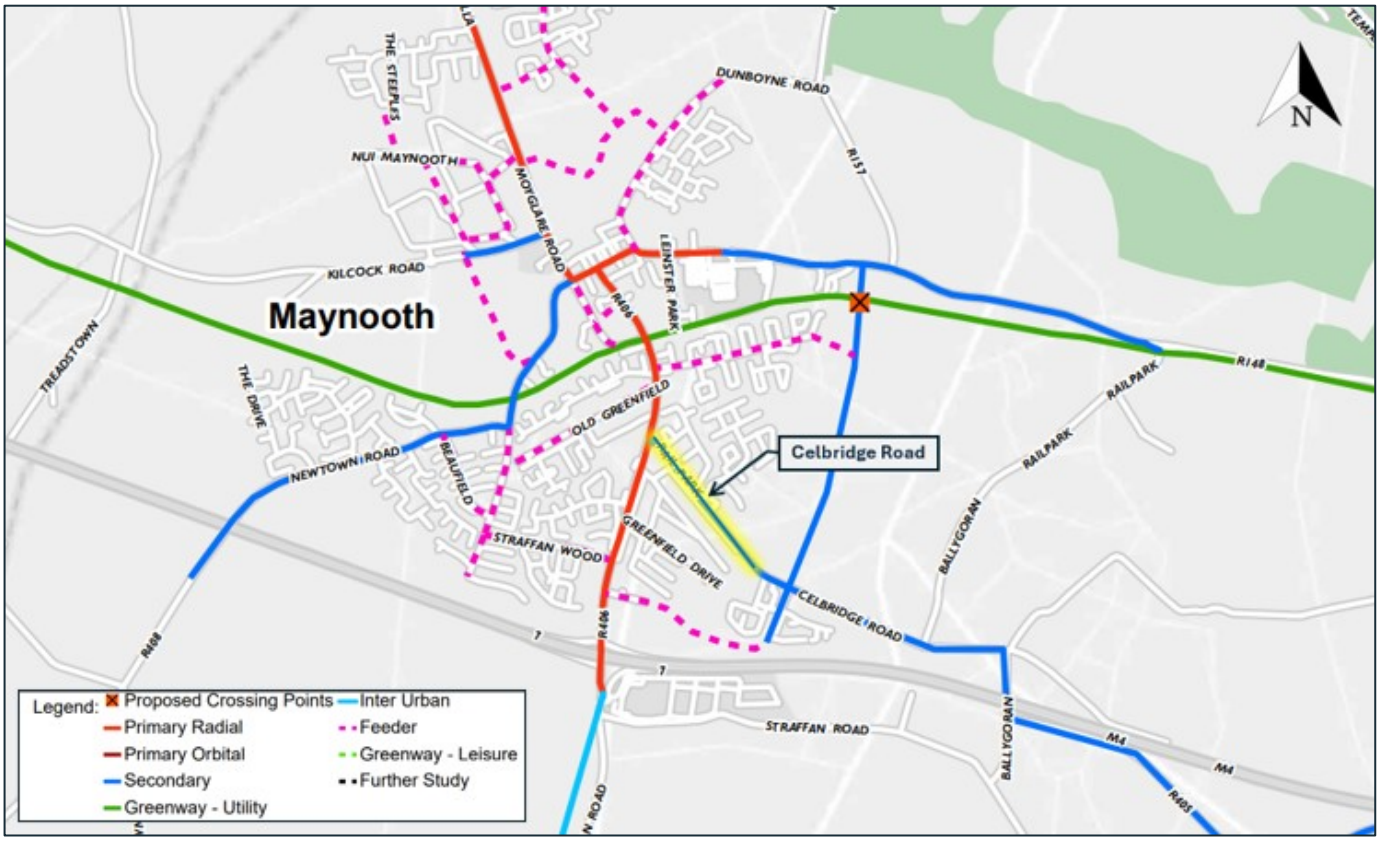


Figure 3-4 - Celbridge Road in relation to the NTA Cycle Network Plan

3.3 Regional Level Policy

3.3.1 Regional Planning Guidelines for the Greater Dublin Area

The Regional Planning Guidelines for the Greater Dublin focuses on cycling and walking under the transport frameworks of the Transport Strategy for the Greater Dublin Area 2022-2042 and the National Sustainable Mobility Policy to achieve integrated cycling and pedestrian routes in the area.

The policy objective PIR 9 supports the development of a culture of walking and cycling including through infrastructure provision which supports and encourages walking and cycling within urban areas.

3.3.2 Transport Strategy for the Greater Dublin Area 2022-2042

The Transport Strategy for the Greater Dublin Area 2022-2042 is the framework for the planning and delivery of transport infrastructure and services within the Greater Dublin Area including progression of cycleway infrastructure. The Transport Strategy for the Greater Dublin Area 2022-2042 outlines the importance of delivery of high-quality walking and cycling infrastructure through the following measures:

- Measure Walk 2 - Improved Footpath, the National Transport Authority and Local Authorities will implement footpath schemes across the Greater Dublin Area.
- Measure Walk 4 - Improved Junction, the National Transport Authority and Local Authorities will implement junction improvements across the Greater Dublin Area through enhanced safety at junctions.
- Measure Cycle 1, it is the intention of the National Transport Authority and Local Authorities to deliver a safe and legible cycle network, in accordance with the updated Greater Dublin Area Cycle Network.

Under Section 14.10 of the Transport Strategy, the Safe Routes to School Programme aims to encourage as many students as possible in primary and secondary schools, to walk and cycle through the delivery of walking and cycling infrastructure on key access routes to schools.

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

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape and manage growth in the Eastern and Midland Region. The RSES provides a roadmap for effective regional development identifying key strategic assets, opportunities and challenges and sets out policy responses to ensure the people's needs are met.

The document delivers a combination of response, design, and innovation in how the Eastern & Midlands Region does business, delivers homes, builds communities and values land-use – creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration as it is considered that regional growth cannot be achieved in linear steps.

The "10-minute" settlement concept is proposed throughout the RSES as a means for delivering the land use and transport planning objectives, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or are accessible by high quality public transport to services in larger settlements.

The Strategy promotes cycling and walking as environmentally friendly, fuel efficient and healthy modes of transport to work, school, shopping and for recreational purposes. There are several Regional Policy Objectives (RPO)

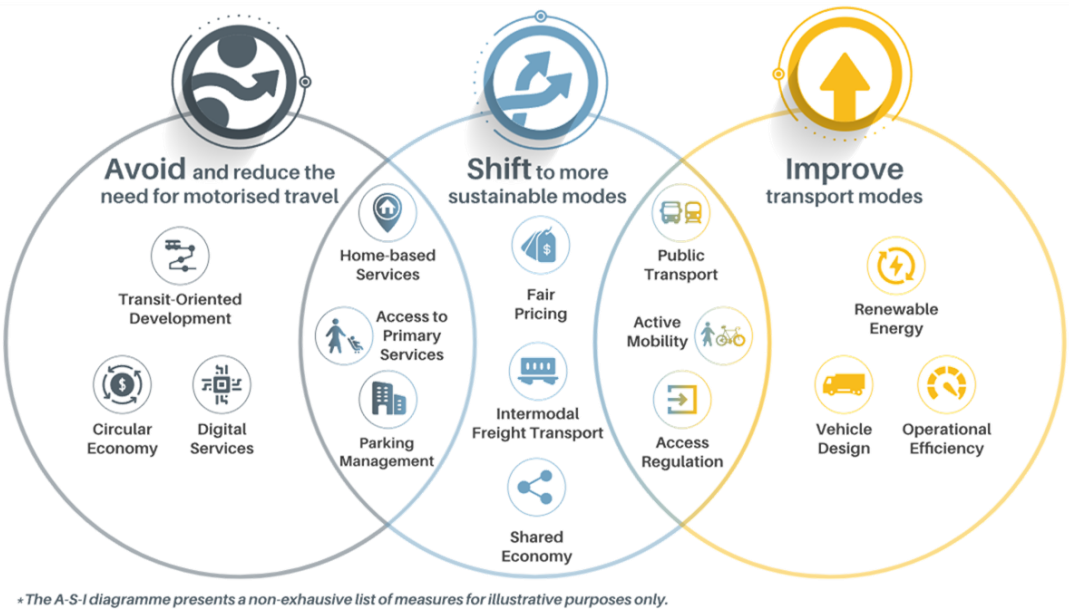
specifically promote the development of active travel facilities and modal shifts in both urban and rural areas, as follows:

- **RPO 4.2:** Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. transport) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded;
- **RPO 8.2:** The capacity and safety of the Region's strategic land transport networks will be managed and enhanced, including through the management of travel demand in order to ensure their optimal use;
- **RPO 8.3:** That future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility;
- **RPO 8.4:** Land use plans within the GDA shall demonstrate a consistency with the NTA's Transport Strategy for the Greater Dublin Area and plans with or outside of the GDA shall be consistent with the guiding principles expressed in the RSES.
- **RPO 8.6:** In order to give local expression to the regional level Transport Strategy within the Region in conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region.
- **RPO 8.7:** To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.
- **RPO 8.13:** Support the Local Link Rural Transport Programme throughout rural areas of the Region.

3.3.4 Kildare County Council Development Plan 2023 – 2029

The Kildare County Development Plan 2023-2029 Chapter 5 – Sustainable Mobility & Transport highlights that the overarching aim of the plan is "*To promote and facilitate ease of movement within and through County Kildare, by integrating sustainable land use planning and a high-quality integrated transport system; and to support and prioritise investment in more sustainable modes of travel, the transition to a lower carbon transport system, and the development of a safer, efficient, inclusive, and connected transport system*".

The primary focus of the policy for the Sustainable Mobility and Transport section of the development plan is to adopt the 'Avoid-Shift-Improve' measures which are outlined in Figure 3-5 below. This strategy aims to avoid and minimize the need for travel, promoting a shift towards environmentally friendly modes of transport, and enhancing the energy efficiency of motorised transport modes.



*The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.

Figure 3-5 - Avoid-Shift-Improve[1] (Extract from KCC Development Plan 2023-2029, Ch. 5)

The following policies and objectives have relevance in relation to the Celbridge Road Maynooth Active Travel Scheme:

- **Policy TM P1:** Promote sustainable development through facilitating movement to, from, through and within the County that is accessible to all and prioritises walking, cycling and public transport.
- **Policy UD P1:** Apply the principles of people-centred urban design and healthy placemaking as an effective growth management tool to ensure the realisation of more sustainable, inclusive, and well-designed settlements resilient to the effects of climate change and adapted to meet the changing needs of growing populations including aging and disabled persons.
- **Objective TM O1:** Support the NTA Draft Transport Strategy for the Greater Dublin Area (2022-2042) and facilitate and secure the implementation of projects identified within the Strategy.
- **Objective TM O2:** Promote and drive a human-centred, whole journey approach to improving transport infrastructure and accessibility in County Kildare to ensure a seamless user experience. The use of kissing gates in active travel projects will not be permitted in cases where they would deny access to those using mobility aids and non-standard bicycles.
- **Objective TM O3:** Ensure the application of universal design principles in all new transport infrastructure (including public transport pick up points) and strive to adapt existing infrastructure to become more accessible, where feasible, in accordance with the County Kildare Access Strategy – A Universal Access Approach (2020-2022) and the Department of Justice and Equality's National Disability Inclusion Strategy (2017- 2021)
- **Objective TM O5:** Encourage the use of materials and engineering solutions that optimise natural surface water drainage as part of Sustainable Urban Drainage Systems (SUDS) with all new active travel, public transport, parking, road and street developments and ensure adequate replacement and additional planting of pollinator-friendly and native species.
- **Objective TM O7:** Introduce measures to reduce traffic congestion in town centres such as pedestrianisation, pedestrian priority and/or improved pedestrian/cycling facilities, in particular increasing the number of safe crossings.
- **Objective TM O9:** Support and encourage the transition from fossil fuel use and consider the preparation of guidance for decommissioning of changing infrastructure to more sustainable uses, through the preparation of the Local Climate Action Plan.
- **Objective UD O1:** Require a high standard of urban design to be integrated into the design and layout all new development and ensure compliance with the principles of healthy placemaking by providing increased opportunities for physical activities, social interaction and active travel, through the development of compact, permeable neighbourhoods which feature high-quality pedestrian and cyclist connectivity, accessible to a range of local services and amenities.

3.3.5 Kildare Climate Action Plan 2024 – 2029

Kildare County Council has prepared a Climate Action Plan 2024-2029, to create a low carbon and climate resilient County, by delivering and promoting best practice in climate action, at the local level. This is aligned to the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. As part of Ireland's Climate Action and Low Carbon Development (Amendment) Act 2021 Kildare County Council has committed to developing and implementing its county-focused Climate Action Plan.

The plan focuses on five thematic areas with a view to assessing the actions which can be carried out in order to tackle climate breakdown at a local level by carrying out measures to decrease emissions and enhance biodiversity

[1] SLOCAT. 2020. Avoid-Shift-Improve Refocusing Strategy, https://slocat.net/asi/

locally with a view to slowing down and ultimately reversing climate change while closely focusing on quality of life for citizens of County Kildare.

- Theme 1: Governance and Leadership
- Theme 2: Built Environment and Transport
- Theme 3: Natural Environment and Green Infrastructure
- Theme 4: Resilience and Transition
- Theme 5: Sustainability and Resource Management

Several actions under Theme 2 of the document are aligned with the proposed Celbridge Road Maynooth Active Travel Scheme, as follows:

- **B16:** Identify roads and streets within the County that are suitable for road space reallocation, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality, and cultural heritage. Prioritise roads and streets currently or likely to be used by public transport including potential town bus services. Work towards ensuring network options are developed between active travel options and public transport routes.
- **B18:** Develop a Pedestrian Enhancement Plan for the regional growth centres and key towns prioritising connectivity to public transport.
- **B19:** Develop and publish a cycle network plan for the County. Where possible, ensure the cycle network is planned on the principle of 'origin and destination' that prioritises connectivity to places of education, employment and public transport. Develop secure bike / mobility parking options that aligns to route options and trip attractor locations. Ensure the cycle network is planned in a manner that has due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
- **B24:** Support the Connecting Ireland Rural Mobility Plan to ensure that the public transport network encourages and supports changes in demand for transport, improves regional connectivity and provides an enhanced alternative to the private car.
- **B26:** Promote and implement the Safe Routes to School Programme to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing safe infrastructure. Ensure supported active travel development is carried out in a manner that has due regard to environmental sensitivities such as local human receptors, Biodiversity, European sites, water quality and hydrology, existing traffic and transport conditions and amenity value.

3.4 Local Level Policy

3.4.1 Maynooth and Environs Joint Local Area Plan (LAP) 2025 - 2031

The Maynooth and Environs Joint Local Area Plan (JLAP) 2025 - 2031, superseding the Maynooth Local Area Plan 2013-2019, is a key statutory planning document which sets out an overarching strategy to guide the planning and sustainable development of Maynooth and Environs.

As part of the JLAP, one of the key objectives is to promote walking and cycling and develop the expansion of cycling facilities throughout Maynooth particularly to and from areas of amenity, employment locations, Maynooth University, schools and residential developments. The key Pedestrian and Cycling objectives are:

- Reducing Maynooth's local carbon footprint caused by transport emissions by implementing the 10-minute settlement principle. This will involve the prioritisation of sustainable movement within the town, with a particular emphasis on supporting active modes of travel (walking and cycling). Car dependency will also be reduced

through the provision of car free or low car developments in ‘Centre and Urban Neighbourhood’ locations and ‘Accessible Suburban / Urban Extension Locations’.

- Compliance with the Core Strategies Objectives (CCSO) 1.1 - Support and facilitate compact growth development in Maynooth through the adoption of a quadrant-based planning approach to implementing the 10-minute settlement principle in the town. Such an approach shall seek the realisation of an integrated network of well-designed neighbourhoods that can meet the day-to-day needs of residents within a 10-minute walk of all homes in Maynooth. Quadrant-based planning also supports the sustainable intensification and consolidation of the town centre and established residential, commercial and employment areas.
- Economic Development Objectives (EDO) 3.4 - Align, as far as is practicable, new retail development with existing and proposed public transport infrastructure and services and encourage access by active modes of travel (walking and cycling), in accordance with the 10- minute settlement principle.
- Sustainable Movement and Accessibility Objectives (MATO) 1.1 - Prioritise and promote the development of high-quality, interconnected, safe and sustainable active travel infrastructure and public transport services, to achieve the modal share target as set out in Section 7.3.3 of this Plan, to enable a shift from private vehicle use to sustainable modes of transport in order to decarbonise transport in Maynooth and to enhance the health of the community.
- Sustainable Movement and Accessibility Objectives (MATO) 1.2 - Adopt a ‘whole journey approach’ to delivering transport infrastructure in Maynooth, to ensure universal accessibility is integrated into all stages of a person’s journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children.
- Walking, Permeability and Cycling Objectives (MATO) 2.1 - Support and promote the use of sustainable active transport modes in Maynooth and seek to implement a connected network of active travel infrastructure in the town as detailed in Tables 7.1, 7.2 and 7.3 and illustrated on Maps 7.1 and 7.2, in conjunction with the National Transport Authority, and other relevant stakeholders including Transport Infrastructure Ireland where interactions with the national road network occur. The indicative measures will form the basis for individual projects. Each project will be subjected to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based surface water management drainage solutions.
- Walking, Permeability and Cycling Objectives (MATO) 2.4 - Work with the National Transport Authority (NTA) to implement the updated Greater Dublin Area Cycle Network Plan (2022) proposals for Maynooth and with Transport Infrastructure Ireland to implement the National Cycle Network (2024), subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) accompanying the NTA Plan.
- Walking, Permeability and Cycling Objectives (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).

In addition to the above, it is also highlighted that the key objective of the Maynooth and Environs Area Based Transport Assessment’s (MEABTA) Cycling Strategy is to provide an integrated network for Maynooth and improve safety for cyclists, with a focus on increasing the cycling mode share. The cycling measures and proposals are further detailed in Table 7.2 and on Map 7.2 of the JLAP, which specifically mentions the Celbridge Road Active Travel Scheme.

Ref. No.	Description	Proposed Link Type	Timeframe
CYCLE 1	Parson Street (Bond Bridge – Main Street)	TBC	Long
CYCLE 2	Kilcock Road (University roundabout – Moyglare Road)	Cycle track	Short
CYCLE 3	Mill Street	Cycle track	Short
CYCLE 4	Meadowbrook Road (Meadowbrook Link Road – Newtown Road junction/Bond Bridge)	Cycle track	Short
CYCLE 5	Beaufield Close	Cycle track	Short
CYCLE 6	Dublin Road (R157 Junction – Intel)	Cycle track	Medium
CYCLE 7	Celbridge Road (Straffan Road – MERR)	Cycle track	Short
CYCLE 8	Celbridge Road (MERR – Celbridge outskirts)	Cycle track	Medium
CYCLE 9	Kilcock Road (University – L5041)	Cycle track	Medium
CYCLE 10	Access to/from Royal Canal Greenway at Jackson's Bridge	Shared street	Long
CYCLE 11	Meadowbrook Link Road[55]	Cycle track	Medium
CYCLE 12	Kilcock Road (L5041 junction – Kilcock)	Cycle track	Long
CYCLE 13	Moyglare Road north of Kilcock Road junction	Cycle track	Medium

Figure 3-6 - Celbridge Road in relation to MEABTA's Cycling Strategy (*extract from Table 7.2 of the JLAP*)

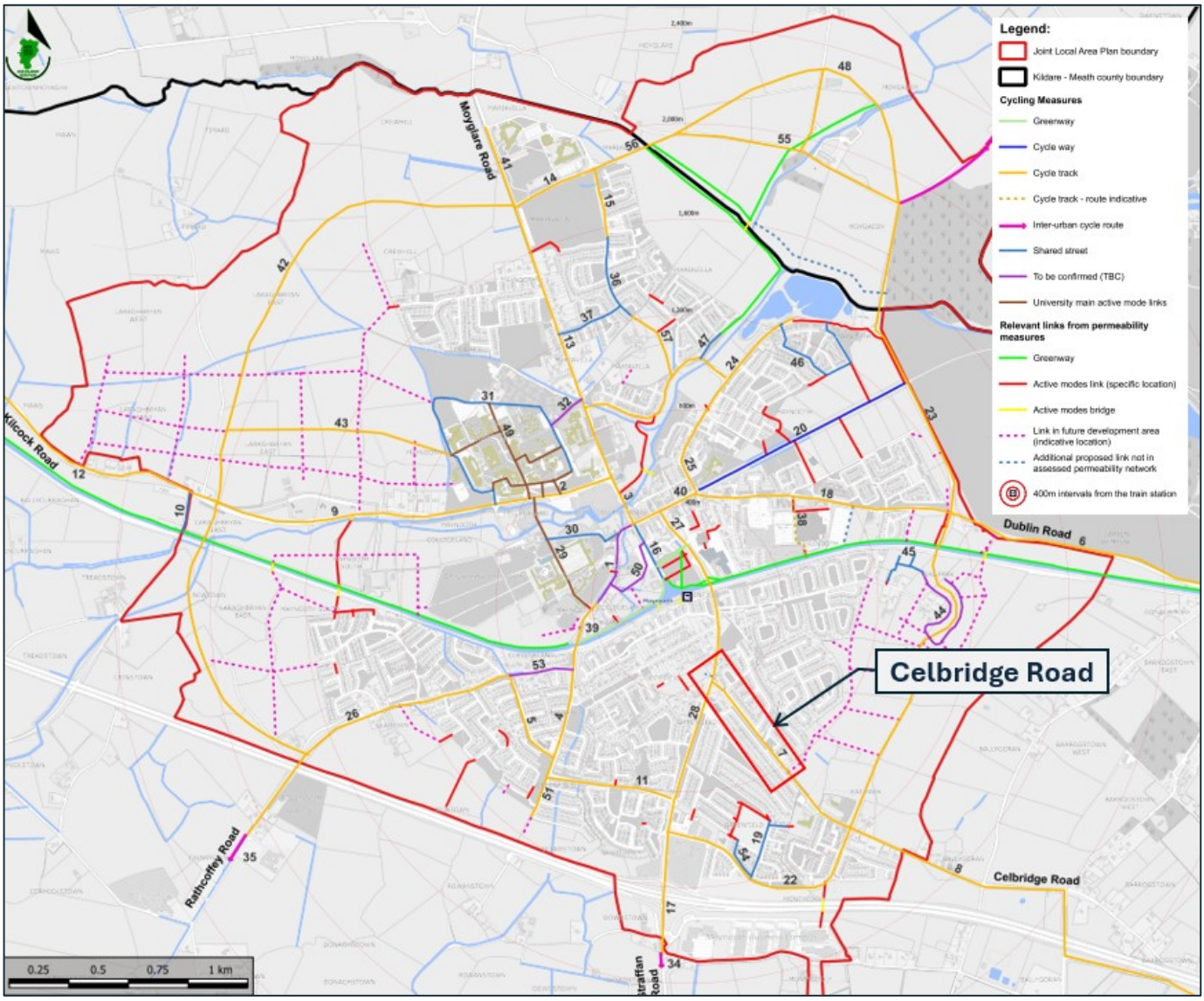


Figure 3-7 - Celbridge Road in relation to the JLAP (2025-2031)

3.4.2 Maynooth Decarbonisation Zone

As part of the Kildare Climate Action Plan 2024 - 2029 (discussed in Section 3.2.5), KCC identified Maynooth as the county's Decarbonisation Zone (DZ), making it a focal point for local climate action. As outlined in Chapter 5 of the Climate Action Plan, Maynooth was found to be ideal as a DZ which could function as a "testbed" for mitigation measures that can be replicated in other large towns across the county.

The mission of the Maynooth DZ implementation is to deliver a 51% reduction in emissions within Maynooth by 2030 with a view to achieving a climate neutral zone by 2050 within the Maynooth DZ.

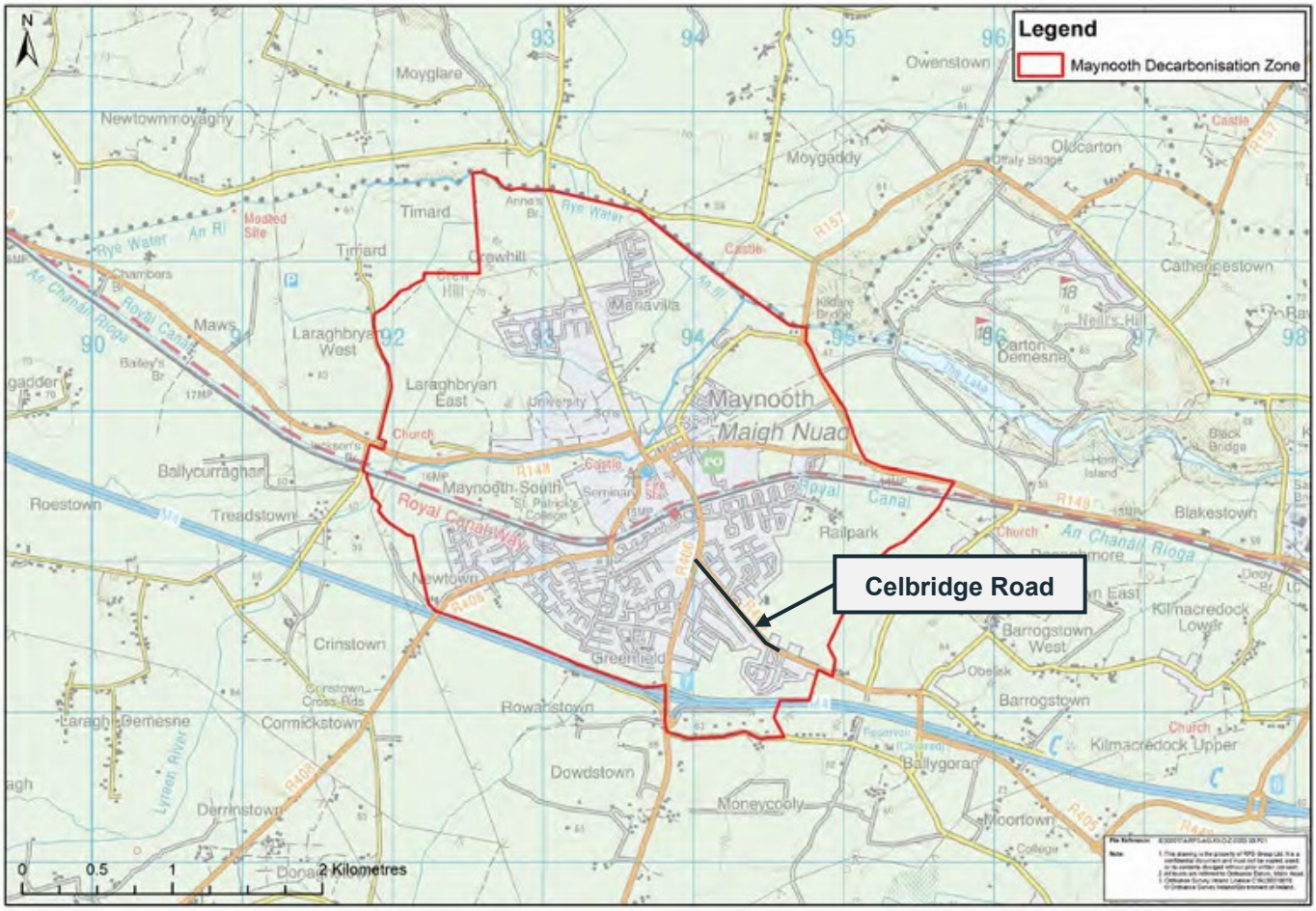


Figure 3-8 - Celbridge Road in relation to the Maynooth DZ (Figure 5.1 of the CAP)

Overall, the plan 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.

3.5 Safe Routes to School (SRTS) Programme

The Safe Routes to School (SRTS) Programme, launched in March 2021, is a nationwide initiative designed to make it safer, easier, and more attractive for school children to walk, cycle and wheel to school. The SRTS Programme is funded by the Department of Transport (DoT) through the NTA, and coordinated by An Taisce in partnership with schools and local authorities throughout the process.

The Maynooth Educate Together National School, located within the boundary of the Celbridge Road Active Travel Scheme, was selected to participate in the SRTS Programme in Co. Kildare. As part of the programme, the SRTS Travel Survey was carried out to assess how students travel to and from school and identify safety concerns.

Given the proximity of Gaelscoil Uí Fhiaich to Maynooth Educate Together National School, the SRTS Travel Survey was undertaken by An Taisce at both schools to capture a more comprehensive dataset. As part of the programme, both schools distributed the SRTS Travel Survey to all families of the schools during January 2026.

The results of the survey are detailed in Appendix B and summarised below:

Table 3-2 - SRTS Travel Survey Data

Subject	Gaelscoil Uí Fhiaich	Maynooth Educate Together NS
Responses received	130	207
Students represented	211 of 460 (45.9%)	303 of 412 (73.5%)
Do you think road safety is a problem around your school?	94.6% selected yes	92.3% selected yes
Would you support works at the front of school that improve student safety?	99.2% selected yes	99.5% selected yes
Would you support works that improve the walking and cycling routes to your school?	100.0% selected yes	99.0% selected yes

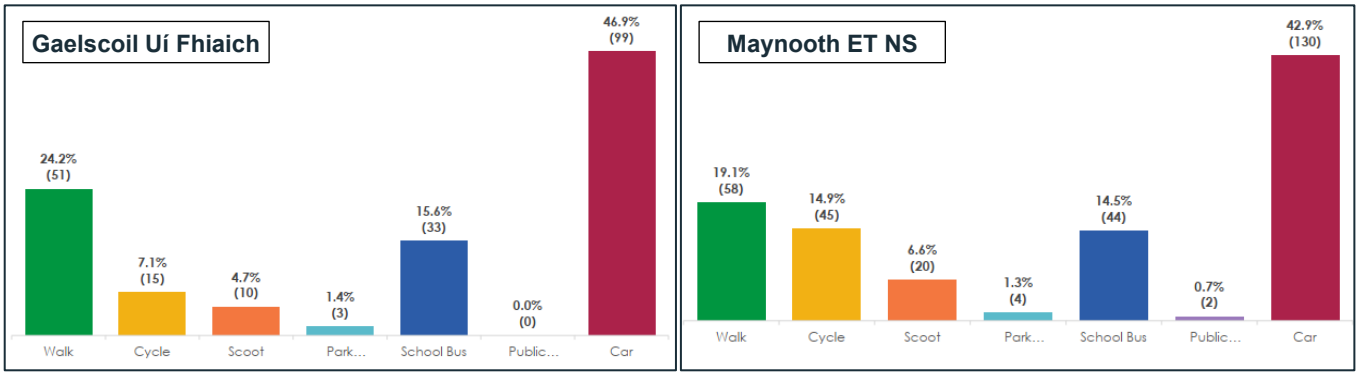


Figure 3-9 - Survey Question - How Does Your Child Most Often Travel to School

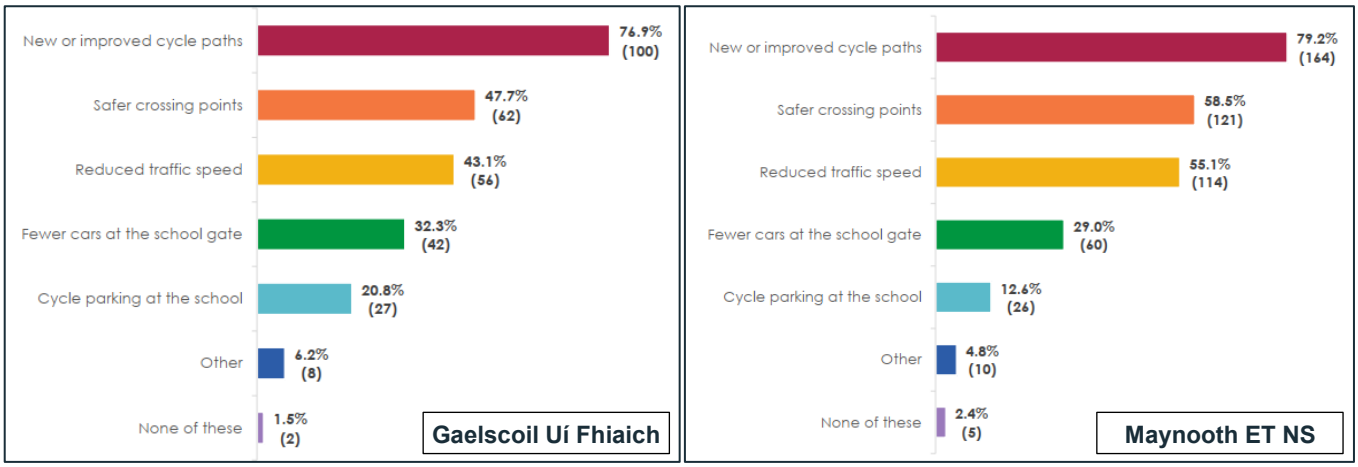


Figure 3-10 - Survey Question - What Would Improve your Journey to School

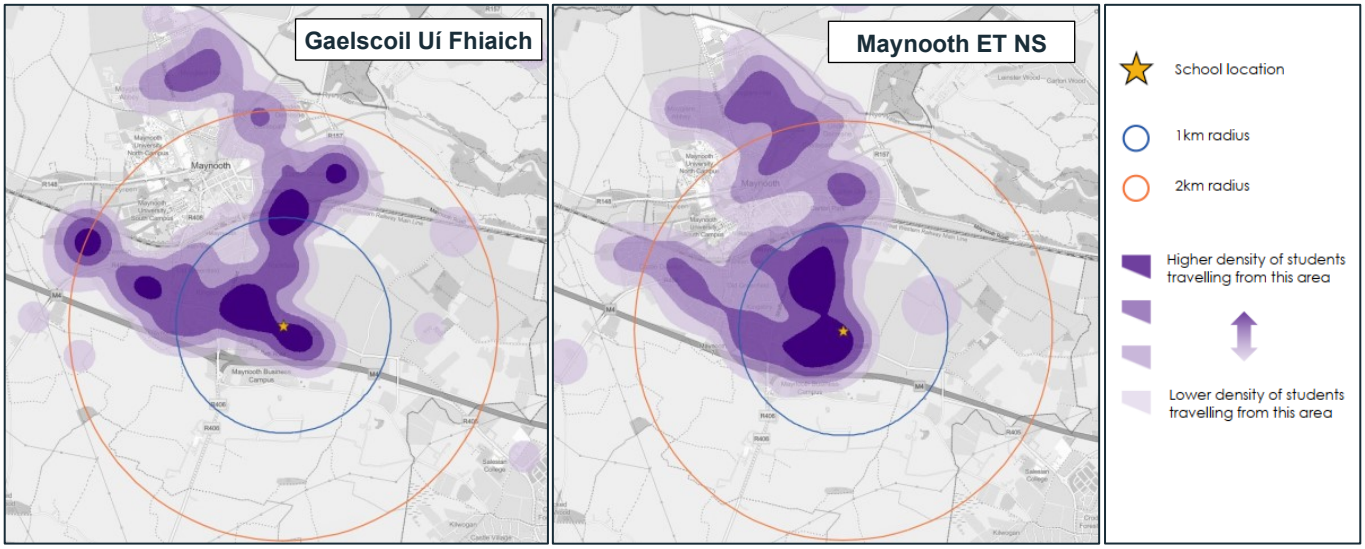


Figure 3-11 - Location Where Students are Travelling From

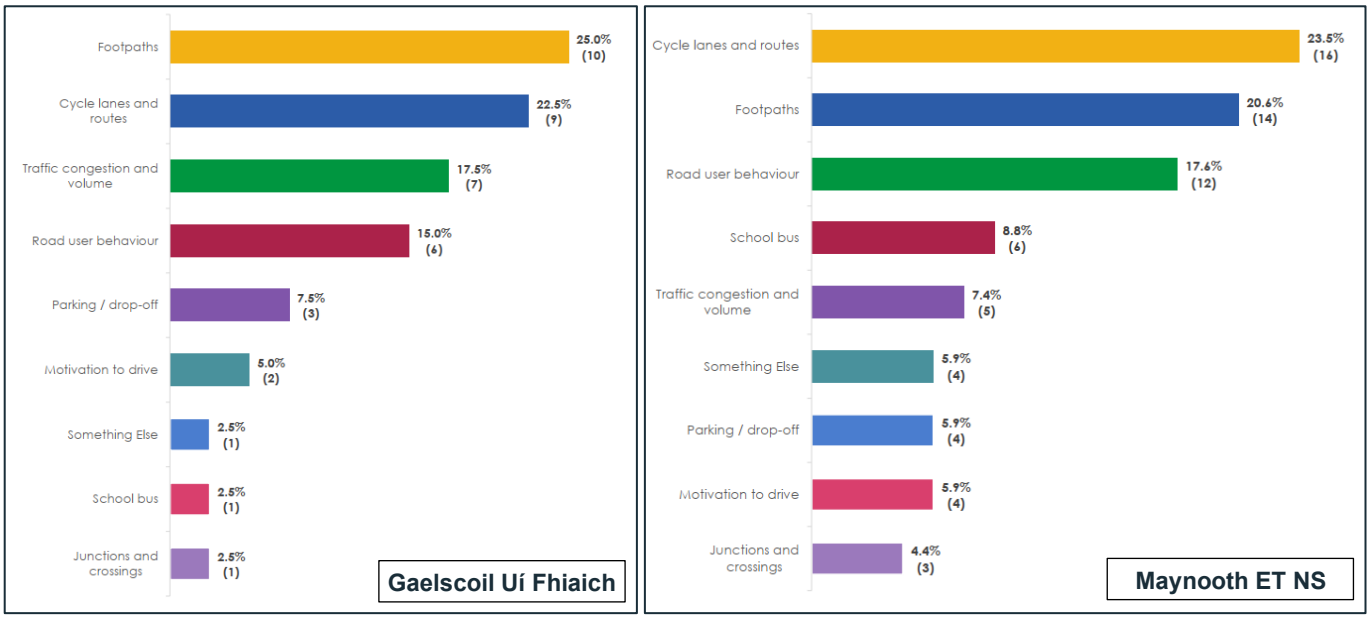


Figure 3-12 - Individual Survey Comments[2]

Based on the survey results above, there is strong support for enhanced active travel facilities from families who has children studying in either schools, particularly upgrades to footpaths and the provision of dedicated cycle tracks. Respondents have also highlighted concerns on high vehicular speeds along the road, especially near school entrances, which increases the risk of collisions between vehicles and pedestrians.

The proposed improvements as part of the Celbridge Road Active Travel Scheme, including footpath upgrades, segregated cycle tracks, traffic calming measures, and enhanced crossing facilities, will significantly improve the current layout of the route and allow school children to travel to and from school in a much safer and more comfortable manner.

[2] The graphs represent the individual survey comments submitted by each respondent with specific concerns. These comments collected from the survey have been categorised into charts and placed under the most applicable category.

4. Design Guidance

4.1 Design Manual for Urban Roads and Streets

The Design Manual for Urban Road and Streets (DMURS) was updated in 2019 by the Department of Transport (DoT). This document provides guidance regarding the integrated design approach for urban roads and streets focused on balancing the needs of all users and creating places that people want to live and spend time.

DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS also supports Government policies on climate change by facilitating more sustainable forms of transportation such as walking, cycling and public transport so the need for car-borne trips is minimised in order to reduce greenhouse gas emissions and promote healthier lifestyles.

4.2 Cycle Design Manual

The Cycle Design Manual (CDM) was published by the NTA in September 2023 and provides guidance on the design of both on-road and off-road cycle facilities for both urban and rural locations. The CDM is to be used for the design of all new or improved cycle facilities in Ireland unless otherwise agreed with the relevant oversight body (e.g., NTA, TII, DoT, Local Authority).

The CDM outlines the context of designing cycle facilities in Ireland and the increased emphasis on segregation of facilities from motor traffic and provides information on what designers need to be aware of in regard to every aspect of cycle infrastructure design.

The CDM outlines the five main requirements for a cycle-friendly infrastructure, which are: safety, coherence, directness, comfort and attractiveness. These requirements shall be followed to attract new users and to fulfil the needs of existing cyclists. Throughout the option selection and design process of this scheme the CDM is used.

4.3 Rapid Build Guidance

In February 2023, the NTA published the advice note ‘Rapid Build Active Travel Facilities’ to provide guidance on cost-effective measures to provide high-quality walking and cycling infrastructure using rapid-build methods. Since the publication of the note, all active travel schemes are required to include rapid build options in the Feasibility Report.

Rapid build options are typically faster to implement on the ground than traditional construction methods and do not typically involve major construction works, mostly being accommodated within kerb-to-kerb boundary of the existing roadway, with limited effect on existing drainage. These options may include road marking, traffic restrictions, narrowing the carriageway, conversion of on-street parking into active travel facilities, among others.

The proposal to use rapid build options rather than traditional construction methods has been proposed in order to increase the rollout of active travel schemes in a cost-effective manner in conjunction with goals set under the Climate Action Plan and the National Investment Framework for Transport in Ireland (NIFTI).

There are five principles that guide the rapid build process:

- **Network Approach**: A focus to develop an interconnected walking and cycling network,
- **Segregation**: Provide fully segregated walking and cycling facility to attract more users into active travel,
- **Everyday Mobility**: Provide infrastructure suitable for everyday activities,
- **Inclusive Mobility**: Design that is suitable for all users of different ages and abilities,
- **Place Making and Biodiversity**: Provide facilities that protect the biodiversity and enhance the public realm.

The rapid build options consideration should include as a minimum:

1. The implementation of traffic calming measures, e.g. chicanes, buildouts, ramps, raised tables, etc., to reduce traffic speeds and volumes to accommodate pedestrians and increase safety for cyclists in mixed traffic with motorised vehicles,
1. The reduction of the carriageway width for vehicle traffic to introduce one-way or two-way protected cycle lanes,
2. The rebalance of the road space, e.g. removal of on-street parking, introduction of a one-way system, etc., to improve safety for pedestrian and cyclists and introduce dedicated cycle lanes.

4.4 Other Relevant Design Guidelines

In addition to guidelines from above mentioned documents, the following documents were also referred for the analysis:

- Traffic Sign Manual by Department of Transport
- Traffic Management Guidelines by Department of Transport
- Part M of the Building regulations by Department of Housing, Local Government and Heritage
- Rapid Build SRTS Front of School Improvements Advice Note by NTA
- Roundabout Retrofit – Including Rapid Build Options by NTA
- Zebra Crossing Pilot Scheme Technical Literature Review by NTA
- Greening and Nature-based SuDS for Active Travel Schemes by NTA
- Draft Protected Cycle Lanes by NTA
- TII Standards Publications
- Safe Route to School Design Guide by NTA
- Permeability Best Practice by NTA
- Greening and Nature-based Sustainable Drainage Systems (SuDS) for Active Travel Schemes by NTA
- Building for Everyone by the National Disability Authority
- UK DETR Guidance on the use of Tactile Paving Surfaces.

5. Existing Transport Network

5.1 Existing Route

The project is located approximately 780m south of Maynooth town centre. The route length is approximately 1.2km in total which includes the mainline Celbridge Road (700m) and sections of adjacent streets i.e. Rail Park, Laurence Avenue, Maynooth Park, and Straffan Road (500m). The scheme commences at the Celbridge Road / Straffan Road intersection and terminates at the entrances to Gaelscoil Uí Fhiaich and Maynooth Educate Together National School.

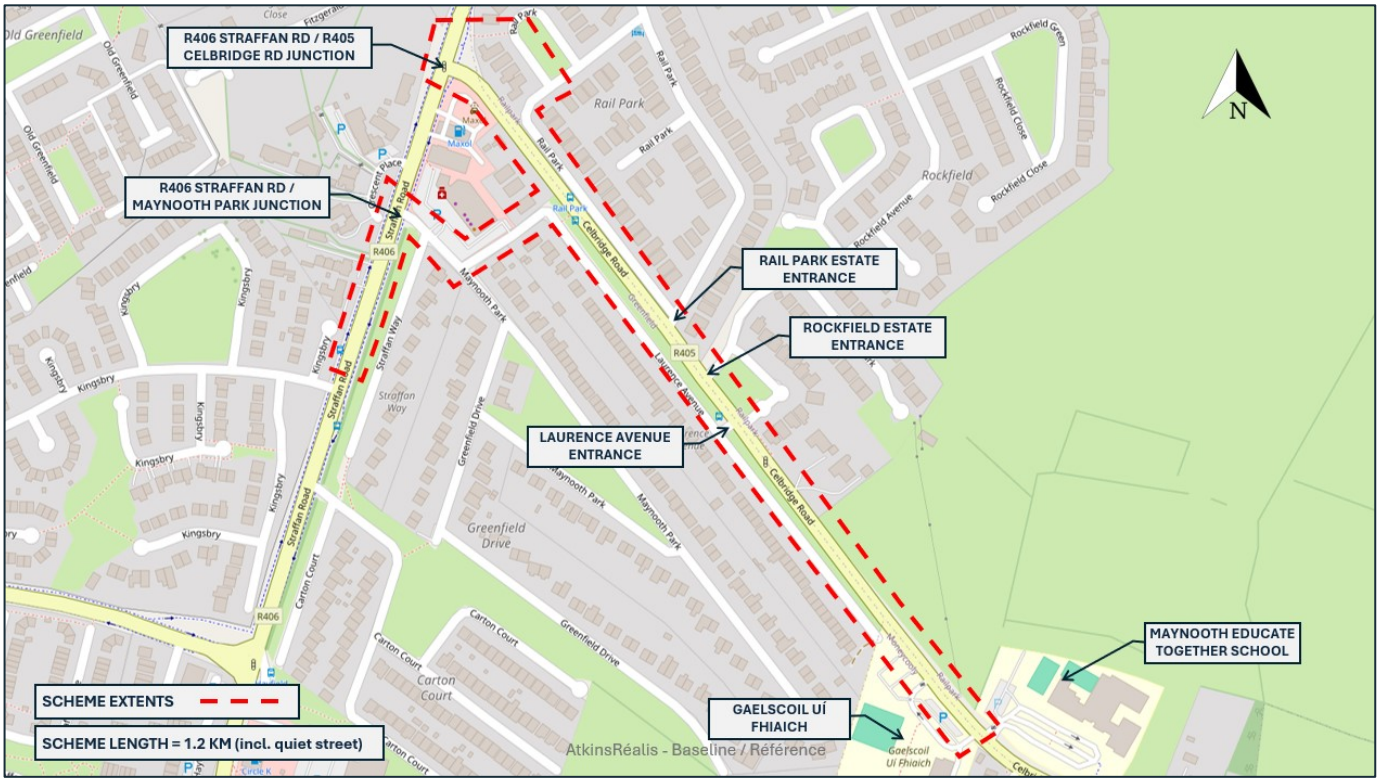


Figure 5-1 – Route Location and Extents

The typical cross section of Celbridge Road within the scheme's extents features a single carriageway circa 6.5m wide from kerb to kerb, with footpaths on both sides ranging between 1.2m to 2.0m, bringing the total width to approximately 8.9m to 10.5m between the two footpath edges. The eastern footpath is intermittently separated from the carriageway by grass verges and with some trees in places. Public lighting columns are generally positioned behind the footpath or along the grass verges.

For the majority of the route, the back of the footpath is lined with fencing/hedgerows which segregates Celbridge Road from adjacent residential properties. A Maxol filling station is situated at the northwestern end of the scheme adjacent to the Celbridge Road/Straffan Road junction. Two schools are located at the southeastern end: Gaelscoil Uí Fhiaich and Maynooth Educate Together National School. Figure 5-2 provides examples of the existing cross sections of Celbridge Road.

Figure 5-2 – Examples of Existing Cross Sections along Celbridge road (Google Maps, Aug 2024)

5.2 Junctions

There are seven junctions considered along Celbridge Road within the site extents of this scheme, as indicated in Figure 5-1. Beginning from the northwestern end of the scheme, the intersection with the R406 Straffan Road comprises of a signalised junction with crossings provided on all arms. Continuing in a southeasterly direction, there is a priority junction at the entrance to Rail Park Estate, followed by another priority junction to Rockfield Estate, and a third priority junction to Lawrence Avenue. As part of the new Grange Residential Development, currently under construction, an additional junction is being developed.

At the existing School Zone near the southeastern end of the scheme are two priority junctions to Gaelscoil Ui Fhiaich, one of which is a 'car only' entrance and the other being a 'bus only' entrance. The final junction of the scheme is a priority junction for vehicular access to Maynooth Educate Together School.

Outside of Celbridge Road, there are three other junctions within the scheme's extent, which includes the Maynooth Park / Laurence Avenue junction, the Straffan Way junction, and the Straffan Road / Maynooth Park junction.

5.3 Public Transport

4no. bus stops are located along the scheme. This is outlined within the table below:

Table 5-1 - Public Transport Details

Bus Stop	Stop ID	Direction	Location[3]	Bus Services	Bus Operators
Rail Park	3926	Eastbound	(Chainage 0+160)	C4, C6 & W6	Dublin Bus & Go-Ahead Ireland
Rail Park	3008	Westbound	(Chainage 0+190)	C4, C6 & W6	Dublin Bus & Go-Ahead Ireland
Rockfield Manor	7813	Eastbound	(Chainage 0+310)	C4, C6 & W6	Dublin Bus & Go-Ahead Ireland
Rockfield Manor	3925	Westbound	(Chainage 0+360)	C4, C6 & W6	Dublin Bus & Go-Ahead Ireland

5.4 Pedestrian & Cycle Facilities

Celbridge Road currently features footpaths along both sides of the road. Although there are existing cycle lanes and shared active travel facilities along Straffan Road, there are no dedicated cycle facilities along Celbridge Road itself.

Toucan crossings are currently available at the Straffan Road / Celbridge Road intersection. The rest of the junctions along Celbridge Road provide uncontrolled crossings with no clear pedestrian priority. There is currently one signalised pedestrian crossing available southeast of the Laurence Avenue junction.

5.5 Road Collision Data

At the time of the constraints study being completed, historical collision data, which is provided by the Road Safety Authority (RSA), was not available. Therefore, no collisions analysis has been completed. At this time, the RSA has not indicated when collision data will be available. Should this data become available during the continued progression of this project, the information will be evaluated, and a supplemental safety assessment addendum will be included as part of a future project-related report.

[3] Location refers to the existing bus stop positions with respect to the chainages shown within the Part 8 drawings within Appendix A.

5.6 Existing Traffic Volumes and Speeds

Based on a traffic survey from 5th to 11th November 2024 carried out by Nationwide Data Collection on behalf of KCC along Celbridge Road, Straffan Road, Rail Park and Laurence Avenue, the following was concluded:

R405 Celbridge Rd

- 85th percentile speeds were 58.1 km/h (average across 2 no. ATC sites, eastbound & westbound)
- 7-day daily average of 5,769 vehicles (average across 2 no. ATC sites, eastbound & westbound)

R406 Straffan Rd

- 85th percentile speeds were 45.5 km/h (1 no. ATC site, eastbound & westbound)
- 7-day daily average of 17,029 vehicles (1 no. ATC site, eastbound & westbound)

Rail Park

- 85th percentile speeds were 26.1 km/h (1 no. ATC site, eastbound & westbound)
- 7-day daily average of 124 vehicles (1 no. ATC site, eastbound & westbound)

Laurence Avenue

- 85th percentile speeds were 33.2 km/h (1 no. ATC site, eastbound & westbound)
- 7-day daily average of 1,151 vehicles (1 no. ATC site, eastbound & westbound)

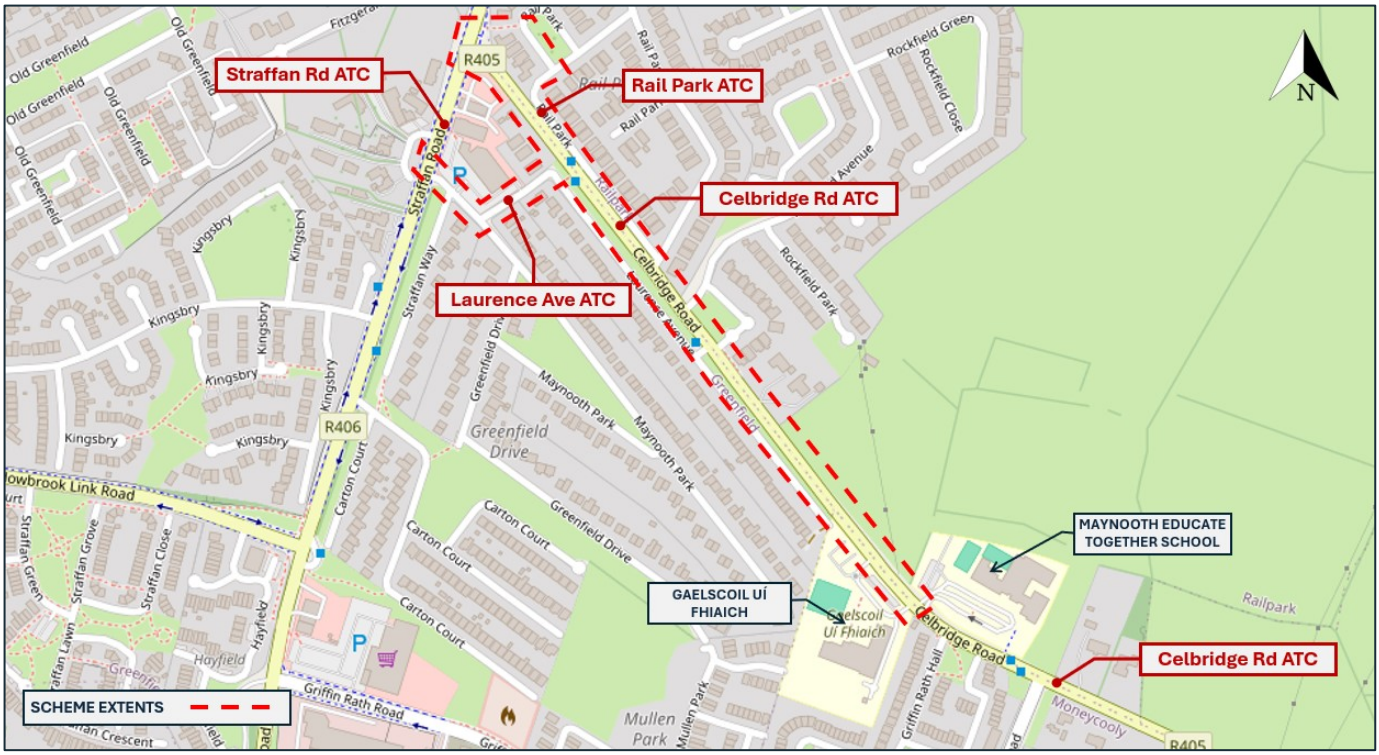


Figure 5-3 – ATC Locations

6. Options Assessment Process

6.1 General

In October 2025, an option selection process was undertaken for the scheme by AtkinsRéalis as agreed with KCC. AtkinsRéalis assessed each option based on a Multi-Criteria Analysis (MCA) and determined the Emerging Preferred Option (EPO).

The following section will summarise the process of the option assessment and appraisal undertaken by AtkinsRéalis.

6.2 Options Assessment Methodology

Each option was assessed in a comparative manner and the highest ranked option carried forward to form part of the Emerging Preferred Option.

A total of 10 options were considered for the scheme, which are as follows:

- Option 2.1 - One-way Cycle Track on Celbridge Road (Existing Alignment)
- Option 2.2 - One-way Cycle Track on Celbridge Road (New Alignment)
- Option 2.3 - Shared Active Travel Facilities on Celbridge Road (New Alignment)
- Option 2.4 - Two-way Cycle Track north of Celbridge Road
- Option 2.5 - One-way Cycle Tracks on Celbridge Road and on Laurence Avenue
- Option 2.6 - One-way Cycle Tracks on Celbridge Road and Pedestrian Diversion onto Laurence Avenue
- Option 2.7 - Two-way Cycle Track adjacent to Laurence Avenue
- Option 2.8 - Two-way Cycle Track on Celbridge Road and Quiet Street on Laurence Avenue
- Option 2.9 - Quiet Street on Laurence Avenue
- Option 2.10 - Do Nothing

6.3 Emerging Preferred Option

Following the MCA process undertaken for the Option Selection Technical Note, the EPO for the scheme was Option 2.2, a Standard One-Way Cycle Track with new carriageway alignment, as shown in Figure 6-1. The Technical Note concluded that the EPO will allow for the retention of the majority of trees and hedgerows between Celbridge Road and Laurence Avenue, limiting significant impacts to the total existing green area.

The southern point of the scheme will tie into the proposed shared active travel facilities located in front of Gaelscoil Uí Fhiaich and ultimately the Maynooth Eastern Ring Road Scheme. These facilities are designed to enhance flexibility for active travel users on approach to the school, thereby providing sufficient space for cyclists to safely dismount before entering the school grounds.

Figure 6-1 - Emerging Preferred Option

After further discussions with KCC, it was determined that the scheme will incorporate additional quiet street linkage between Celbridge Road and Straffan Road via Rail Park, Laurence Avenue, and Maynooth Park, which will be further detailed in Section 7 of this report.

7. Preliminary Design

The following sections discuss the key design features that have been developed for the Emerging Preferred Option including but not limited to the link designs, junction and entrance treatments, pedestrian crossings, and interaction with public transport and utility services.

The Preliminary Design of the scheme are indicated in the Part 8 drawings within Appendix A.

A Stage 1 Road Safety Audit has been undertaken on the Preliminary Design, and the process closed by the Design and Audit Teams.

7.1 Link Design

The Emerging Preferred Option, as noted in Section 6 and in alignment with the link types outlined in CDM Section 2.5, are as follows:

Table 7-1 - Link Type

Link Type	CDM Ref.	Proposed Traffic Speed Limit
Standard One-Way Cycle Track	TL101	50kph (as per existing)

Figure 7-1 - Standard Cycle Track (extract from CDM TL101)

The desirable widths of the Standard Cycle Track shall be as per Table 6-2. The absolute minimum widths which still comply with the design standards (CDM and DMURS) are denoted in brackets. The desirable widths are achieved at a minimum, unless noted otherwise within the Part 8 Drawings.

Table 6-2 - Table of Desired Minimum / Absolute Minimum Widths

Link Type	Footway Width	Cycle Track Width	Buffer Width	Trafficked Width	Total Width
Standard Cycle Track	2.0m (abs. min. 1.8m)	2.0m (abs. min. 1.5m)	-	2 x 3.125m lanes	14.25m (min. 12.85m)

The proposed link design will follow a new road alignment which will allow the conservation of the majority of trees and hedgerows between Celbridge Road and Laurence Avenue, limiting significant impacts to existing green area.

Following discussions with the NTA, it is proposed that the carriageway width shall be increased from 2 x 3m lanes (as previously specified in the EPO during Phase 2) to 2 x 3.125m lanes. This is due to the road's function as a bus priority route. This minor adjustment will provide additional tolerance for bus manoeuvres, supporting safer vehicular movements along the route.

The cycle tracks will be physically segregated from the carriageway via full height kerbs (125mm min.) and are proposed to be at footpath level, with trapezoidal kerbs providing separation cyclists and pedestrians. This layout (cycle tracks at footpath level with trapezoidal kerbs) was brought forward as an alternative to a 60mm upstand kerb between the footpath and cycle tracks due to the physical constraints associated with the proposed segregated active travel facilities and the additional space requirements arising from the carriageway widening.

It is proposed that shared active travel facilities would be implemented adjacent to Gaelscoil Uí Fhiaich and Maynooth Educate Together School on both sides of the road, where pedestrians and cyclists would utilise the same space to navigate through the area. This design will provide flexible use of space especially during school peak hours and allows cyclists to have additional space to dismount before entering the school gates. The shared active travel facilities on approach to the schools will also allow the scheme to tie in with the Maynooth Eastern Ring Road scheme (which proposes shared facilities here), and allow a single cohesive design across the schools. The proposed cross-section will also retain the segregation of both pedestrians and cyclists from live traffic.

To further alert pedestrians on the presence of cyclists within the area, the use of additional road markings, traffic signs, and tactile paving would be implemented in the proposals in accordance with the CDM and Traffic Signs Manual. The proposed works are further detailed in the Part 8 Drawings in Appendix A.

As part of the proposed works, a combination of quiet ways with mixed street layouts (on-road cycling) and shared active travel facilities will be incorporated along segments of Rail Park, Laurence Avenue, Maynooth Park and Straffan Road, which will provide a cohesive cycle link between Celbridge Road and Straffan Road, as shown within the Part 8 Drawings. To reduce potential cyclist-vehicle conflicts along the mixed street sections of Maynooth Park and Laurence Avenue, it is proposed to introduce filtered permeability measures to close off through-traffic in this area using kerb build-outs and bollards, as shown within the Part 8 Drawings and further discussed in Section 7.11. The tie-ins will include the provision of additional/improved controlled crossings to facilitate the transition between the different layouts of the scheme.

7.2 Junctions & Entrances

7.2.1 Priority Junctions

The proposed arrangement for priority junctions on Celbridge Road at Rail Park, Rockfield Avenue, Laurence Avenue and the new Grange Development will be based on the requirements set out in the CDM. The Rail Park, Rockfield Avenue, and Grange Development junctions will be provided a TL403 Standard Cycle Track Crossing Side Road with

no set back due to existing constraints. The Laurence Avenue junction will be provided a TL402 Standard Cycle Track Crossing Side Road with partial set back as additional space is available adjacent to the junction.

The proposed junction layout 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. Tactile paving will be provided to advise visually impaired users. Vehicles shall navigate a ramp and bevelled kerbs when entering/exiting these junctions, to promote slower speeds.

For the priority junctions at Straffan Way, Gaelscoil Uí Fhiaich and Maynooth Educate Together School, which are located between proposed shared active travel facilities, a different junction arrangement will be required. A raised shared crossing is proposed at these junctions which aim to retain the continuity for shared use facilities as shown in Figure 7-2. Other proposed features will be similar to a standard priority junction layout including tightened junction radii, tactile paving, ramps/entrance kerbs, and warning signs/road markings. It is acknowledged that the use of raised shared crossings at minor junctions are not specified in the NTA Cycle Design Manual, therefore a Departure from Standards will be required. This Departure will be applied for NTA approval during Phase 5 Detailed Design.

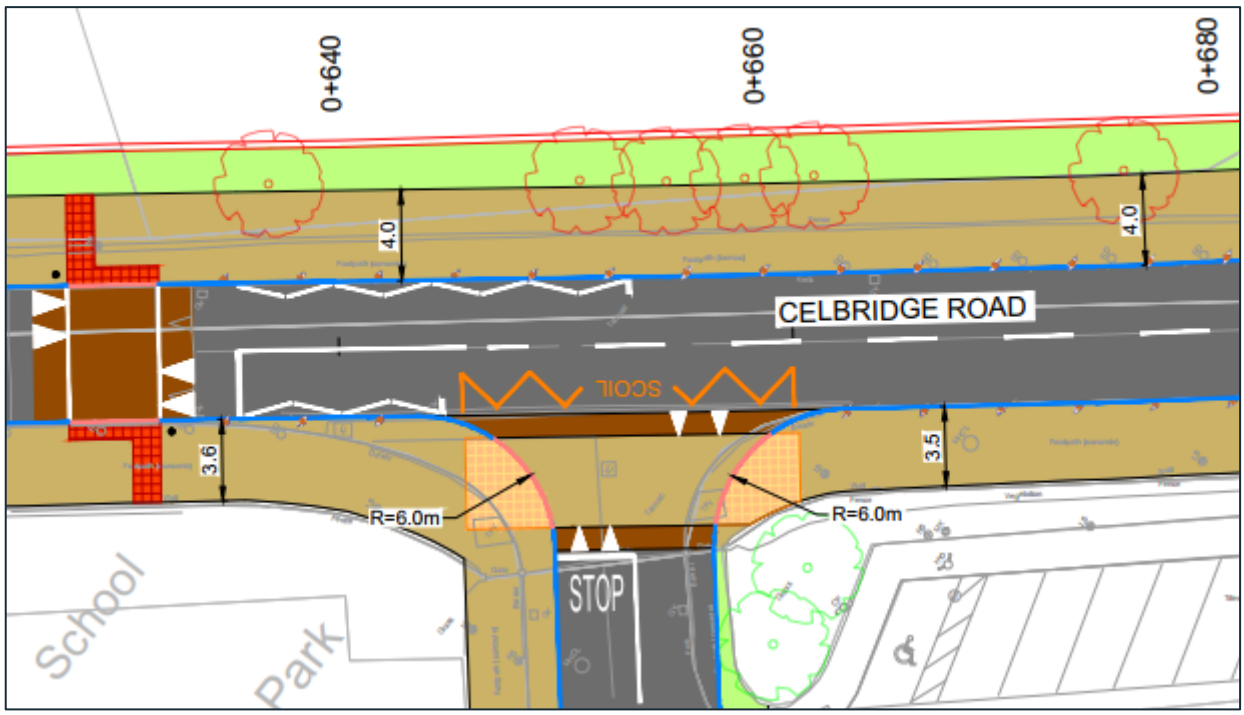


Figure 7-2 – Raised Shared Crossing at Minor Junctions

7.2.2 Private Entrances

Across all private entrances for single-unit housing, footpaths and cycle tracks will be continuous. This will ensure that pedestrians, wheelchair users, cyclists, etc. have a facility without frequent and localised level changes at each entrance. To enable vehicles and bicycles cross the kerbs along these facilities, bevelled kerbs shall be provided at these locations.

7.3 Pedestrian Crossings

Existing pedestrian crossings within the site extents are to be retained and improved with standard facilities including raised tables and tactile paving where appropriate. Additional controlled crossings are to be included at several locations within the site extents as denoted within the Part 8 Drawings in Appendix A. All controlled crossings shall

be either signalised pedestrian crossings or signalised toucan crossings across the main corridor. Uncontrolled pedestrian/toucan crossings shall be provided across side roads at minor junctions.

The widths of crossings shall be as per the minimum required within DMURS (Section 4.3.2) and the Traffic Sign Manual (Section 7.16):

- 4m wide for all Toucan crossings (i.e. for pedestrians and cyclists);

The locations of crossings are generally based on the principle of providing “mid-block” crossings (as per DMURS Section 3.3.2 and 4.3.2), and with due consideration of key trip-attractors (e.g. schools).

All proposed crossings are shown within the Part 8 Drawings in Appendix A and tabulated in Table 7-3.

Table 7-3 - Pedestrian Crossings

Chainage	Proposed Type	Notes
0+140[4]	Signalised Toucan crossing	▪ Upgrade of existing signalised pedestrian crossing to a signalised toucan crossing.
0+150	Signalised Toucan crossing	▪ Proposed signalised toucan crossing to provide safe and accessible linkage from the Rail Park and Laurence Avenue quiet streets to the cycle tracks on Celbridge Road, and vice versa.
0+430	Signalised Toucan crossing	▪ Existing signalised pedestrian crossing to be upgraded to a signalised toucan crossing to facilitate access between residential areas for both pedestrians and cyclists.
0+630	Signalised Toucan crossing	▪ Proposed signalised toucan crossing to provide safe and accessible linkage for school children on foot or cycling to Gaelscoil Uí Fhiaich and Maynooth Educate Together National School.

7.4 Public Transport

7.4.1 Bus Routes

All existing bus routes are denoted in Section 5.3.

7.4.2 Bus Stops

All existing bus stops within the site extents have been reviewed as part of the Preliminary Design, with each stop assessed in terms of its location.

Due to the close proximity of the existing Rail Park and Rockfield Manor bus stops, it is proposed that these stops be merged into a single facility. As a result, new locations have been identified for the stops primarily based on, but not limited to, the following criteria:

- Avoid placing the bus stop whereby a stopped bus may impede forward visibility to a pedestrian crossing;

[4] This crossing is located along Straffan Road, adjacent to the Kingsbry junction.

- Avoid placing the bus stop whereby a stopped bus may impede on the visibility from an adjacent junction;
- Avoid placing the bus stop directly opposite a junction (and hence restricting turning movements for vehicles entering/exiting the junction).

The proposed bus stops are denoted within the Part 8 Drawings in Appendix A.

Generally, bus stops as per CDM TL202 Shared Bus Stop Landing Zone shall be provided as depicted in Figure 7-3. This maintains cyclist progression and segregation from pedestrians and vehicles. Pedestrians shall have priority over cyclists when crossing the cycle track and cyclists shall be advised to yield to pedestrians in this regard with the use of road markings. The final design layout of each bus stop shall be reviewed as part of the Detailed Design.

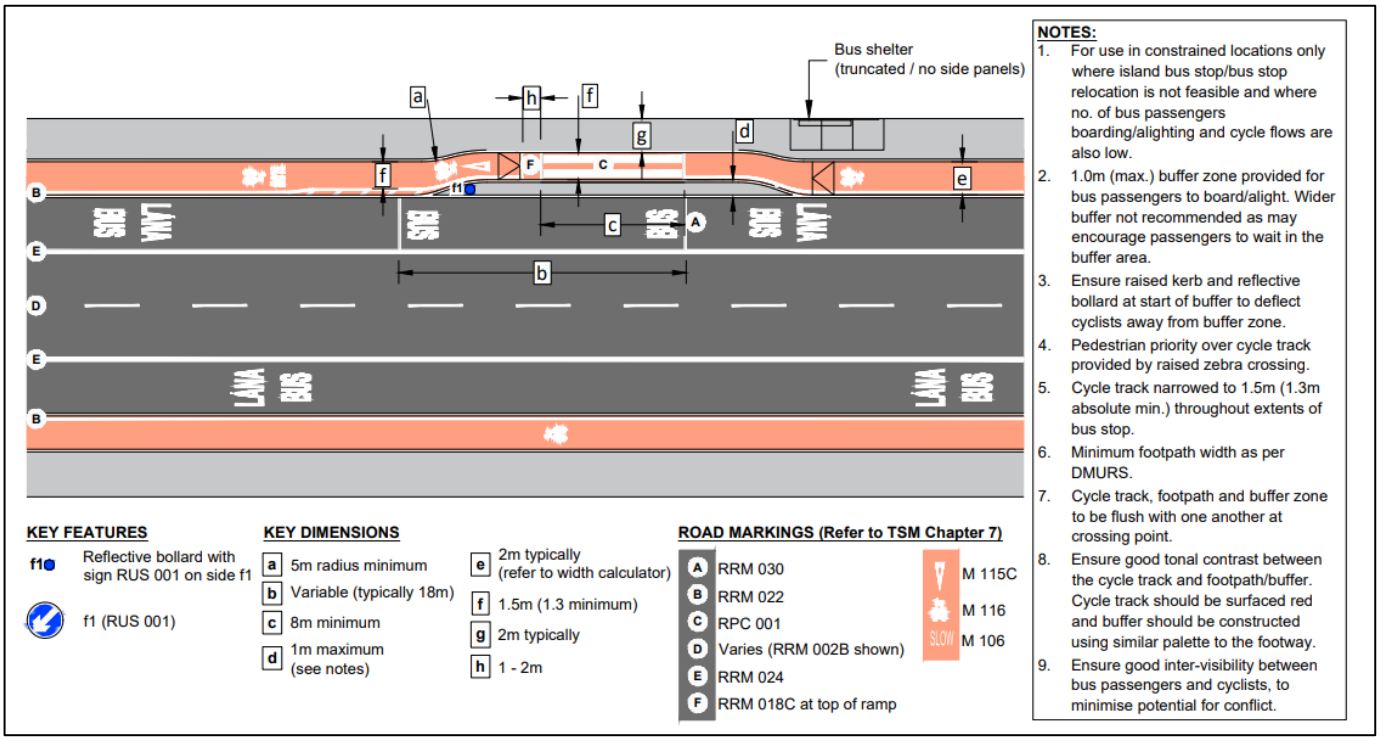


Figure 7-3 – Shared Bus Stop Landing Zone (extract from CDM TL202)

7.5 Drainage

7.5.1 General

Typically, drainage will be provided using the existing surface water drainage system with existing gullies relocated into the realigned carriageway channel. The new footpaths and cycle tracks will generally slope towards the road in order to remove the need for additional drainage collection measures. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footpath and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network). The details of this will be developed as part of the detailed design.

7.5.2 Sustainable Drainage Systems (SuDS)

Sustainable Drainage Systems (SuDS) 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. The use of SuDS would enhance biodiversity and amenity through the introduction of plants and in turn would improve the attractiveness of the existing streetscape. The following measures will be considered:

- **Provision of New Green Spaces**

  Where the opportunity arises, additional planting areas will be proposed to allow addition SuDS opportunities for the scheme. This will include additional low-level planting areas and trees to be incorporated into the design i.e. along the filtered permeability location on Laurence Avenue.
- **SuDS Retrofit within Existing Green Spaces**

  At certain locations of the scheme where existing grassed areas are available, additional SuDS can be incorporated to allow these areas to receive surface water by directing the runoff from surrounding hard surfaces including road surfacing, footpaths and cycle tracks to the grassed areas. This may also include the use of filtered drains below the grassed surfaces, improving the quantity and quality of water that enters the watercourses.
- **Tree Pits with Stockholm System**

  Several new trees to be planted as part of the proposed works will be using the “Stockholm System” to create a SuDS tree pit. The Stockholm System provides structural support for the trees through large interlocking stones with voids that are then filled with organic material.

The locations of the proposed SuDS outlined above are noted within the Part 8 drawings. The details of the proposed SuDS will be developed as part of the detailed design.

7.6 Lighting

All footpaths, cycle tracks and roads will be lit, in line with current best practice and design guidance in relation to public lighting.

All existing lighting within the scheme will be upgraded to new energy-efficient LED lighting; the details of which will be developed as part of the detailed design.

7.7 Pavements

In order to give the highest quality of service for cyclists, it is envisaged that a smooth red asphalt surface course will be used as recommended by the Cycle Design Manual, with sufficient base and foundation layers to prevent failure.

Footpaths are intended to be a concrete surface, to provide colour-contrast when compared to road and cycle surfaces, to aid people with visual impairments.

The exact construction depth for the footpath and cycle track pavements is subject to Detailed Design.

The exact construction depth for the road construction is subject to Detailed Design. Full pavement reconstruction will be required at sections of carriageway that are proposed to be realigned as part of the scheme.

7.8 Services

At the outset of the project, utility companies were contacted seeking information relating to their plant and ducting within the route corridor. The following information was received.

Table 7-4 – Existing Utilities within the Scheme's Extent

Service Provider	Description	Services Present
Aurora Telecoms	Telecoms	No
BT Telecoms	Telecoms	Yes
Eircom Ltd. (EIR)	Telecoms	Yes
E-net	Telecoms	No
Electricity Supply Board (ESB)	Electricity	Yes – Underground LV and MV cables, Overhead LV and MV cables. Underground public lighting cables also present.
Gas Networks Ireland (GNI)	Gas distribution and transmission	Yes – Low and Medium Pressure
SIRO	Telecoms	No
Uisce Eireann	Water Main and Wastewater	Yes – Watermain, storm water and foul water services (Note: Storm and foul may require liaison with KCC)
Virgin Media	Telecoms	Yes

A Ground Penetrating Radar (GPR) and topographical survey was procured and undertaken to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be determined during the Detailed Design phase. Given the nature of the scheme, which is contained within the existing boundary extents for the majority of the length of the routes, service diversions are expected to be minimal.

7.9 Land Take

Land take will be required as part of the proposed scheme. Discussions with the relevant landowners are ongoing.

7.10 Tree Removal and Proposed Landscaping

To accommodate the provision of the necessary pedestrian and cyclist infrastructure, the proposed scheme will require the removal of a number of trees (as noted within the Part 8 Drawings in Appendix A).

A targeted tree survey was undertaken and the expert advice of an arboriculturist has been used to determine the value, age and condition of all trees along the proposed route and any mitigation required where affected. An arboricultural impact statement was produced by the arboriculturist. A total of 26 trees shall be removed as part of the scheme, 9 of which are young trees located between Rail Park and Celbridge Road, 4 of which are removed due to poor condition of the tree, and 22 due to the impact of the proposed scheme. 37 new trees will be planted to replace the trees as part of the proposed landscaping.

A preliminary landscaping design of the scheme has been carried out in the form of replacement trees, new trees, grassed areas and low level planting as denoted in the Preliminary Landscape Design Drawings.

A tree protection plan was also developed jointly between the arboriculturist and AtkinsRéalis. The tree protection plan identifies each tree location with respect to the proposed works and considers tree protection measures (i.e. the use of temporary fencing) to protect these trees where required.

7.11 Vehicular Traffic

The introduction of filtered permeability measures will restrict vehicular through-traffic between Maynooth Park and Celbridge Road via Laurence Avenue. These measures consist of kerb build-outs and bollards which narrows down the existing carriageway, as indicated in the Part 8 drawings. However, vehicular access to all residential properties and the Greenfield Shopping Centre will continue to be retained.

The proposed works will include the provision of new green spaces and tree planting, thereby enhancing the overall attractiveness and visual quality of the area and creating a more pleasant streetscape for local residents. These additional green spaces will also allow for additional Sustainable Drainage Systems (SuDS), supporting nature-based drainage while promoting biodiversity and providing added amenity through planting.

Additionally, these interventions are proposed to reduce vehicular traffic within the surrounding 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.

Overall, the proposed filtered permeability measures will create an improved public realm for the area and will contribute to a calmer and more attractive environment for pedestrians and cyclists using the street network.

7.12 Key Features

The following section aims to highlight the main characteristics of the proposed scheme. The key features should be read in conjunction with the Part 8 Drawings in Appendix A.

The proposed scheme will provide a segregated one-way cycle track with standard footpaths on each side of the road. Segregated facilities are provided for cyclists and pedestrians at priority junctions as well. Shared active travel facilities (approx. 85m) are proposed adjacent to the Gaelscoil Uí Fhiaich to allow flexible movement for pedestrians and dismounted cyclists accessing the school. Table 7-5 provides an overview of the key features of the proposed scheme.

7.12.1 Celbridge Road

Table 7-5 – Key Features along Celbridge Road

Chainage	Details
0+000 to 0+140	The scheme commences from the existing Straffan Road / Celbridge Road junction, where the alignment will begin to shift east from CH0+060 onwards.
0+140	A new raised toucan crossing will be proposed to connect the Rail Park and Laurence Avenue quiet streets onto the proposed one-way cycle tracks on both sides of Celbridge Road. The crossing will also facilitate safe and accessible pedestrian movements.
0+170 to 0+190	The existing Rail Park bus stops will merge with the existing Rockfield Manor bus stops and relocated to the east at CH0+200 and 0+250. The bus stops will be upgraded to a CDM TL202 Shared Bus Stop Landing Zone to accommodate the proposed one-way cycle tracks. The bus stops will also include improved facilities such as standard bus shelters.
0+290	The existing Rail Park junction alignment will be made more perpendicular to Celbridge Road to improve turning movements at the junction. The junction will have tighter junction radii with raised entry treatment for pedestrians and cyclists, providing continuous footpath and cycle tracks through the junction and allowing pedestrian and cyclist priority.
0+310 to 0+360	The existing Rockfield Manor bus stops will merge with the existing Rail Park bus stops and be relocated to the west at CH0+200 and 0+250. The bus stops will be upgraded to a CDM TL202 Shared Bus Stop Landing Zone to accommodate the proposed one-way cycle tracks. The bus stops will also include improved facilities such as standard bus shelters. The existing Rockfield Manor Junction will propose a tighter junction radii with a raised entry treatment for pedestrians and cyclists, providing continuous footpath and cycle tracks through the junction and allowing pedestrian and cyclist priority.
0+380	The existing Laurence Avenue Junction will propose a tighter junction radii with a raised entry treatment for pedestrians and cyclists, partially set back from the main carriageway. The proposed works will include continuous footpath and cycle track through the junction which allows pedestrian and cyclist priority.
0+430 to 0+490	Subject to agreement, the existing fence line and hedgerows of the two housing properties north of Celbridge Road will be set back approx. 4m in order to match the boundary walls at each end of the two properties and in so providing a smooth boundary line for the footpath and cycle track.
0+530	The proposed Grange housing development access is located at this position. The proposed access will tie into Celbridge Road via a raised entry treatment, providing continuous footpath and cycle tracks through the junction which allows pedestrian and cyclist priority.
0+570	This existing entry point to the School Zone at CH0+630 will be moved further west to this location to extend the length of the School Zone serving Gaelscoil Uí Fhiaich and Maynooth Educate Together National School. Additional pencil bollards will be proposed throughout the school zone.
0+630	The existing raised table will be upgraded to a raised toucan crossing. The crossing will allow safe and accessible pedestrian and cyclist movements, especially for the students of Gaelscoil Uí Fhiaich and Maynooth Educate Together National School. The raised table will encourage slower vehicular speeds while travelling within the School Zone.
0+630 to 0+730	This cross-section will propose shared active travel facilities on both sides of the road. The shared area will allow cyclists to have additional space to dismount before entering the school gates. It will also allow flexible use of space especially during peak hours. Additional road

Chainage	Details
	markings, signs, and tactile paving will be provided to highlight to pedestrians to the presence of cyclists along this section of the route. Raised toucan crossings will be provided at the vehicular entrances of both schools to allow crossing movement for both pedestrians and cyclists. The junctions for the Gaelscoil Uí Fhiaich will be slightly reconfigured to allow for wider gates on both ends of the accesses.
0+730	The scheme will tie into the proposed Maynooth Eastern Ring Road (MERR) Scheme, which commenced construction in 2025.

7.12.2 Rail Park

Table 7-6 – Key Features along Rail Park

Chainage	Details
-	The existing footpath to Rail Park from Straffan Road will be upgraded to a shared active travel facility to provide a cycle link to Rail Park north of Celbridge Road. A section of the existing carriageway along Rail Park will be converted to a mixed traffic quiet street to facilitate the proposed cycle route link onto Celbridge Road from Straffan Road.

7.12.3 Straffan Road / Maynooth Park / Laurence Avenue

Table 7-7 – Key Features along Straffan Road, Maynooth Park & Laurence Avenue

Chainage	Details
-	The existing controlled crossing adjacent to the Kingsbry junction on Straffan Road will be upgraded to a toucan crossing to allow cyclists to access the proposed shared active travel facility along the east side of Straffan Road. The shared active travel facility will be extended to Maynooth Park.. This section of road from the Maynooth Park junction through Laurence Avenue and to the shared crossing on Celbridge Road will be converted to a mixed traffic quiet street to allow cyclists to travel on-road which will then connect them to the cycle tracks on Celbridge Road. The existing Straffan Road/Maynooth Park Junction will be upgraded to a raised table junction to encourage slower vehicular speeds and safer cyclist movements through the junction onto the quiet street south of Celbridge Road. Buildouts are also proposed on Laurence Avenue to provide filtered permeability and close off through traffic as discussed in Section 7.11.

8. Summary & Conclusion

8.1 Pedestrians

The new facilities will provide safe, accessible and attractive routes for pedestrians with minimum 1.8m wide footpaths for all areas where new paths are to be provided. Pedestrians will also benefit from increased segregation from live traffic compared to the existing layout. New and improved crossings will allow pedestrians to cross all of the roads within the scheme extents in a safe manner. The location of many of these crossings will improve access and permeability for pedestrians between residential areas, commercial areas and schools.

These improvements will be particularly advantageous for school goers, offering a safer and more comfortable walking environment segregated from cyclists and motorists during peak morning and afternoon travel times. Facilities for those users with visual or mobility impairments will be much improved, with tactile paving, flush kerbs and raised crossings provided throughout.

8.2 Cyclists

The provision of improved cycling facilities throughout this route will be beneficial to cyclists using the R405 Celbridge Road to travel within Maynooth. The provision of high-quality cycle infrastructure will increase the attractiveness and safety of the routes for cyclists, linking many residential, educational and commercial areas. These provisions will be especially beneficial to school children studying at Gaelscoil Uí Fhiaich and Maynooth Educate Together National School. The scheme will segregate cyclists from live traffic along the entire route, minimising the risk of conflict between vulnerable road users and moving vehicles. The scheme will also tie into existing cycle facilities on Straffan Road and cycle facilities proposed as part of the Maynooth Eastern Ring Road (MERR) project.

8.3 Public Transport

The provision of upgraded bus stops will improve facilities for public transport users in the area. These upgraded facilities are designed in line with the latest guidance from the NTA.

8.4 Vehicular Traffic

There will be some impacts to the existing vehicular traffic on the surrounding road network, particularly during the construction phases. Given the nature of the proposals (e.g. reduction in carriageway width, reduction in junction radii and an increase in pedestrian/cyclist crossings) there will be a slowing of traffic speeds compared to that of the existing, resulting in some increase in journey time. However, it is not envisaged to be significant as the number of traffic phases and vehicle lanes will be remaining the same as existing, i.e. the additional push-button toucan crossing at Gaelscoil Uí Fhiaich is unlikely to make a significant impact on traffic outside of peak school times. 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 crossings.

Through-traffic between Maynooth Park and Celbridge Road via Laurence Avenue will be closed to vehicles. This measure is proposed to limit vehicular volumes which in turn reduces potential conflicts between cyclist and motorists, which will significantly improve cyclist safety. It will also assist in creating a calmer, more predictable environment for all road users, as discussed in Section 7.11.

These proposals, however, are a necessity in order to provide a scheme which is safe and in line with best practice and guidelines. These proposals will help to reduce the likelihood of conflicts between all road users. The improvements to pedestrian and cycling infrastructure will encourage a modal shift away from private vehicles, which would have a corresponding effect on reducing traffic volumes locally.

8.5 Environmental Impacts

8.5.1 Environmental Impact Assessment Screening

As part of the Preliminary Design Phase an Environmental Impact Assessment Screening Report was prepared (Atkins ref. *0091652DG0019*). The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR), the key findings of which were as follows;

- As the site is not located within or adjacent to any SPA or SAC sites, there will be no direct effect on any European sites. There is indirect connectivity to the Rye Water Valley/Carton SAC via the road drainage infrastructure, however, as indicated in the AA Screening (Atkins ref. *0091652DG0020*) *'given the small scale and nature of the works and the potential levels of contaminated run off the proposed works could possibly generate and also considering the dilution, dispersal and attenuation that would occur through c. 2.2km of stream, it can be safely concluded that the proposed works do not have the potential to result in adverse water quality impacts to the downstream Rye Water River'*;
- Due to the size, nature and urban location of the site, it is unlikely to have a significant effect on groundwater, surface water or traffic;
- Limited noise, vibration and dust emissions may be generated during construction, however, this is anticipated to be minimal in effect, causing no long-term effects;
- As there are no SMR, NIAH or RPS listed features within 100 m of the site, it is unlikely there will be any significant effects on recorded monuments or historic features;
- The proposed DART+ West Railway Order site is located ca. 300 m north of the proposed scheme. However, based on the nature and scale of the proposed scheme, and the fact that construction mitigation measures will be implemented for the proposed scheme, no significant cumulative effects are anticipated; and,
- The Maynooth Eastern Ring Road Scheme is currently under construction and intersects the site of the proposed scheme at Celbridge Road. Sensitive receptors, such as Maynooth Educate Together and Gaelscoil Ui Fhiaich are located along the boundary of both these schemes. Construction mitigation measures will be implemented to ensure they are adequately protected.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed scheme.

Accordingly, it was concluded that the preparation of an EIAR is not required for the Celbridge Road Active Travel Scheme, Maynooth..

8.5.2 Screening for Appropriate Assessment

As part of the Preliminary Design Phase a Screening for Appropriate Assessment Report was undertaken (Atkins ref. *0091652DG0020)*. The purpose of the Screening for Appropriate Assessment Report is to determine the likelihood of significant effects, if any, that the proposed project could have on Natura 2000 sites either alone or in combination with other plans or projects.

On the basis of objective information and in view of best scientific knowledge and applying a precautionary principle, it is concluded by the authors of the report that with the absence of any mitigation measures the proposed project,

either alone or in-combination with other plans or projects, will not result in likely significant effects on Rye Water Valley/Carton SAC or any other European site.

Accordingly, it was concluded that is it not necessary for the proposed project to proceed to Stage 2 Appropriate Assessment.

8.5.3 Trees

To accommodate the provision of the necessary pedestrian and cyclist infrastructure, the proposed scheme requires the removal of several trees at various locations along the scheme (as noted within the Part 8 Drawings inAppendix A).

A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age and condition of all trees along the proposed route and any mitigation required where affected. An arboricultural impact statement was produced by the arboriculturist.

A tree protection plan was also developed jointly between the arboriculturist and AtkinsRéalis. The tree protection plan identifies each tree location with respect to the proposed works and considers tree protection measures (i.e. the use of temporary fencing) to protect these trees where required.

Replacement trees will be proposed at adjacent locations, where possible and as noted within the Preliminary Landscape Design Drawings.

8.6 Conclusion

The preliminary design for the scheme has been undertaken in line with DMURS and the CDM, developing the preferred options for the scheme.

The proposed improvements realised as part of the scheme align with the aims and objectives, as follows:

- **Safety (Conflict)**
  - The potential for conflicts shall be reduced through the provision of formalised crossing facilities throughout.
  - Where traffic volumes and speeds require it, the potential for conflicts shall be reduced by the segregation of cyclists from vehicular traffic.
  - The potential for conflicts between cyclists and pedestrians shall be reduced through the implementation of segregated facilities for the vast majority of the scheme.
- **Safety (Priority)**
  - Cyclist priority shall be improved at all junctions.
- **Safety (Vulnerable Road Users)**
  - Vulnerable road users shall be catered for through formalised crossing facilities, footways and the provision of kerbing and tactile paving in line with best practice.
- **Physical Activity**
  - The provision of the proposed facilities shall bring enhancements for pedestrians and cyclists, thereby promoting physical activity, particularly for those travelling to the adjacent residential, recreational, commercial and educational areas.
- **Accessibility and Social Inclusion**
  - Likewise, as with Physical Activity, accessibility and social inclusion shall be improved for those road users who rely on a non-motorised means of transport.

- **Environment**
  - The impact on the environment will be minimal, and the scheme is recommended to be screened out for EIAR and AA.
- **Integration and Economy**
  - From these benefits the proposals will offer good value for money, both at a strategic level, and also to those individual users for whom the scheme shall enable a modal switch from the private car to walking / cycling; and aligns with national, regional and local policies, as outlined in Section **Error! Reference source not found.**.
- **Localised objectives**
  - The scheme will provide segregated cycle infrastructure suitable for school children and novice users.
  - The scheme will improve local movement capabilities including access to Maynooth Town Centre from residential areas to the south of Maynooth for pedestrians and cyclists, through the provision of new pedestrian and cycling infrastructure.
  - The scheme will create a sustainable mode of active-travel access to the primary schools south of Maynooth.
  - The scheme will bring about improvements to urban space / public realm along the route to support an active travel environment.

9. Submissions

Submissions with respect to the proposed development may be made online through the KCC consultation portal or in writing to:

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

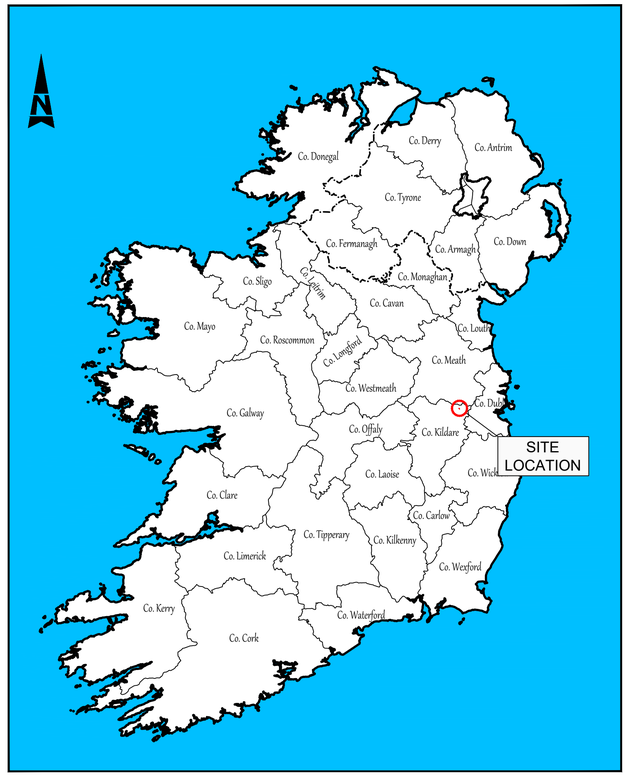
On or before the deadline as noted on Kildare County Council's website with respect to the scheme.

Submissions should be headed: "Proposed Celbridge Road Active Travel Scheme, Maynooth, Planning Reference: P82026.02"

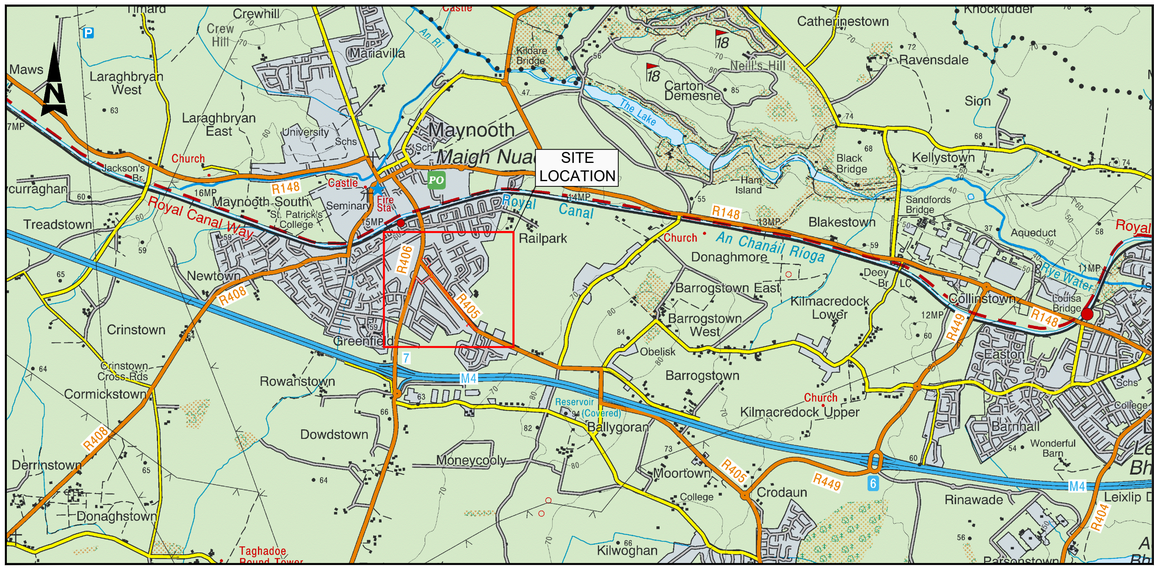
All comments, including names and address of those making submissions in regard to this scheme will form part of the statutorily required report to be presented to the monthly meeting of Kildare County Council. Accordingly, these details will be included in the meeting minutes of that meeting and may appear in the public domain.

APPENDICES

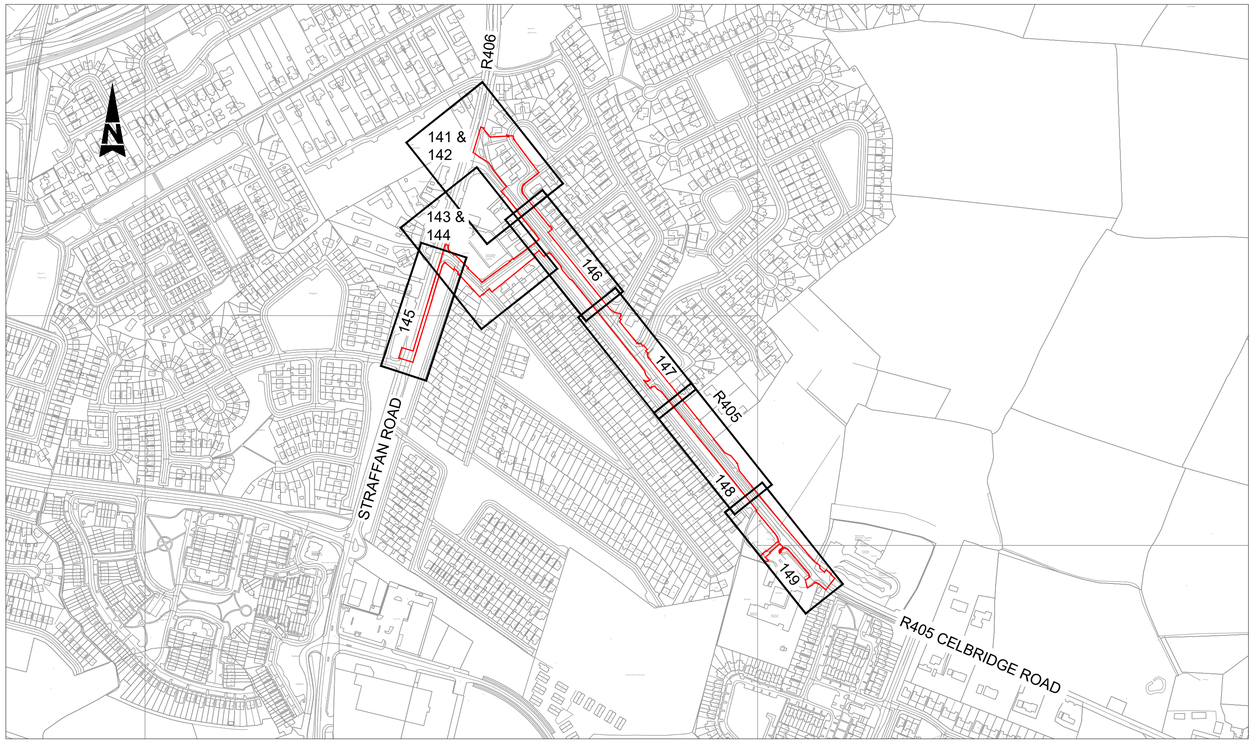
Appendix A. Part 8 Drawings



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

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

Mearnna 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

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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

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File: 0091652-ATK-XX-XX-DR-CE-900002.dwg
Date: May 07, 2026 - 2:52pm Plotted by: BREI4515

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A1

0 10 100

DO NOT SCALE

EXISTING LAYOUT

NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
2. PROPOSED FOOTWAYS SHALL BE 1.8m MIN WIDE UNLESS NOTED OTHERWISE.

LEGEND:

- PART 8 PLANNING BOUNDARY
- KERB: EXISTING
- KERB TYPE A: EDGING KERB
- KERB TYPE B: FLUSH KERB
- KERB TYPE C: 6mm CONCRETE KERB
- KERB TYPE D: 60mm CONCRETE KERB
- KERB TYPE E: 60mm BEVELLED KERB
- KERB TYPE F: 125mm CONCRETE KERB
- KERB TYPE G: KASSEL KERB
- KERB TYPE H: 20mm TRAPEZOIDAL KERB
- KERB TYPE I: 25mm CONCRETE KERB
- CARRIAGEWAY
- PROPOSED FOOTPATH
- PROPOSED SHARED SPACE
- PROPOSED RAISED UNI-DIRECTIONAL CYCLE TRACK
- PROPOSED AT-GRADE CYCLE TRACK / CYCLE LANE
- PROPOSED RAISED TABLE / ENTRY TREATMENT
- PROPOSED TACTILE PAVING (CONTROLLED)
- TACTILE PAVING (UNCONTROLLED CROSSING)
- PROPOSED TACTILE PAVING (LADDER / TRAMLINE)
- EXISTING / PROPOSED GRASS VERGE
- HEDGEROW TO BE REMOVED
- PROPOSED PROPERTY BOUNDARY WALL
- EXISTING WALL AS PART OF GRANGE DEVELOPMENT
- PROPOSED POST AND RAIL TIMBER FENCE
- PROPOSED CYCLE RAMP
- PROPOSED BUS SHELTER
- PROPOSED PENCIL BOLLARD
- EXISTING FOOTPATH TO BE RETAINED
- PROPOSED TREE PLANTING
- EXISTING TREES TO BE REMOVED TO FACILITATE SCHEME
- EXISTING TREES TO BE REMOVED DUE TO MATURITY/CONDITION
- EXISTING TREES TO BE RETAINED
- X — EXISTING FENCE TO BE RETAINED
- I — PROPOSED TIMBER FENCE AND HEDGING

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

Míanna agus Misniúch

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
P05	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
P04	ISSUED FOR INFORMATION	DB	23.03.26	JT	JR	ST
P03	ISSUED FOR INFORMATION	DB	16.03.26	JT	JR	ST
P02	ISSUED FOR INFORMATION	DB	11.03.26	JT	JR	ST
P01	ISSUED FOR INFORMATION	DB	13.02.26	JT	JR	ST

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Purpose: FOR INFORMATION

Client: KILDARE COUNTY COUNCIL

Title: GENERAL ARRANGEMENT
PART 8 - PLANNING REF. No. P82026.02
SHEET 1 OF 9

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME
MAYNOOTH

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900141	P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg
Date: May 14, 2026 - 10:03am Plotted by: BREAKS15

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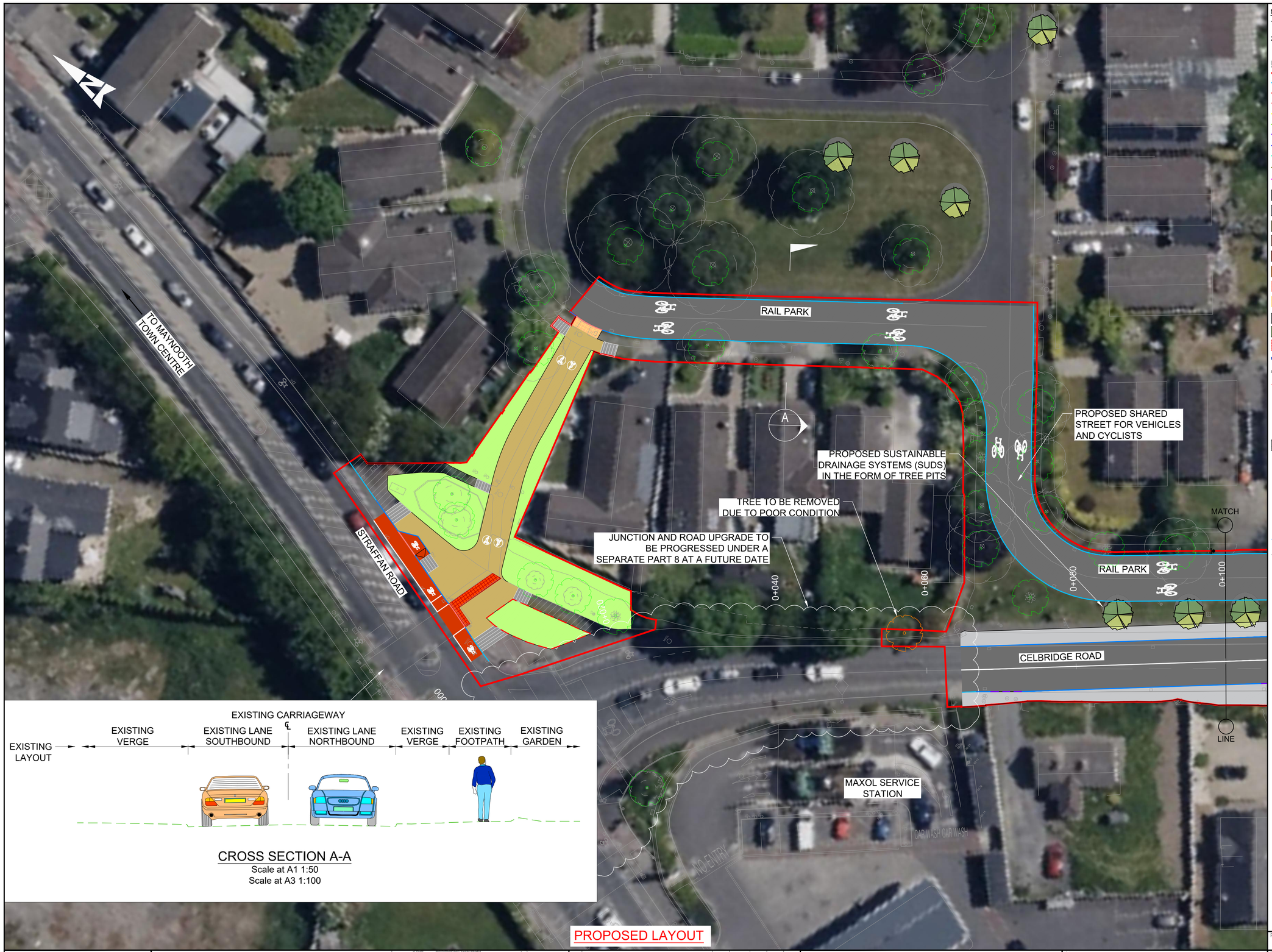
A1

0 10 100

DO NOT SCALE



CROSS SECTION A-A

Scale at A1 1:50
Scale at A3 1:100

NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
2. PROPOSED FOOTWAYS SHALL BE 1.8m MIN WIDE UNLESS NOTED OTHERWISE.

LEGEND:

- PART 8 PLANNING BOUNDARY
- KERB: EXISTING
- KERB TYPE A: EDGING KERB
- KERB TYPE B: FLUSH KERB
- KERB TYPE C: 6mm CONCRETE KERB
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- KERB TYPE E: 60mm BEVELLED KERB
- KERB TYPE F: 125mm CONCRETE KERB
- KERB TYPE G: KASSEL KERB
- KERB TYPE H: 20mm TRAPEZOIDAL KERB
- KERB TYPE I: 25mm CONCRETE KERB
- CARRIAGEWAY
- PROPOSED FOOTPATH
- PROPOSED SHARED SPACE
- PROPOSED RAISED UNI-DIRECTIONAL CYCLE TRACK
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- EXISTING / PROPOSED GRASS VERGE
- HEDGEROW TO BE REMOVED
- PROPOSED PROPERTY BOUNDARY WALL
- EXISTING WALL AS PART OF GRANGE DEVELOPMENT
- PROPOSED POST AND RAIL TIMBER FENCE
- PROPOSED CYCLE RAMP
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- PROPOSED PENCIL BOLLARD
- EXISTING FOOTPATH TO BE RETAINED
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- X — EXISTING FENCE TO BE RETAINED
- I — PROPOSED TIMBER FENCE AND HEDGING

PROPOSED LAYOUT

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

Meanma 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
P05	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
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P02	ISSUED FOR INFORMATION	DB	11.03.26	JT	JR	ST
P01	ISSUED FOR INFORMATION	DB	13.02.26	JT	JR	ST

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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT PART 8 - PLANNING REF. No. P82026.02 SHEET 2 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900142	P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg
Date: May 14, 2026 - 10:04am Plotted by: BRIE4515

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100
0 10
A1

DO NOT SCALE

EXISTING LAYOUT

NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
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LEGEND:

- PART 8 PLANNING BOUNDARY
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Risk Level		
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Údarás Náisiúnta Iompair
National Transport Authority

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

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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT PART 8 - PLANNING REF. No. P82026.02 SHEET 3 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900143	P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg
Date: May 07, 2026 - 2:54pm Plotted by: BREAKEN

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A1

DO NOT SCALE

MAXOL SERVICE STATION

CAR WASH CAR WASH

NO ENTRY

MATCH LINE

FILTERED PERMEABILITY AND ROAD TO BE CLOSED OFF TO THROUGH TRAFFIC (PEDESTRIANS AND CYCLISTS ONLY)

PROPOSED SUSTAINABLE DRAINAGE SYSTEMS (SUDS) PLANTING AREA

EXISTING RAMP TO BE REPLACED WITH A RAISED CONTINUOUS FOOTPATH ACROSS ENTRANCE

PROPOSED SHARED STREET FOR VEHICLES AND CYCLISTS

LAURENCE AVENUE

PROPOSED SUSTAINABLE DRAINAGE SYSTEMS (SUDS) WITHIN GRASSED AREAS

GREENFIELD SHOPPING CENTRE

STRAFFAN ROAD

PROVISION OF RAISED CONTINUOUS FOOTPATH ACROSS ENTRANCE

MAYNOOTH PARK

ONLY EXIT

STOP

PROPOSED SUSTAINABLE DRAINAGE SYSTEMS (SUDS) WITHIN GRASSED AREAS

PROVISION OF A RAISED TABLE AT JUNCTION

STONE PLINTH TO BE RELOCATED

EXISTING SHARED USE SURFACE WITH PROPOSED MARKINGS AND SIGNAGE ADDED, TO FORMALISE IT

SECTION OF EXISTING STONE WALL TO BE TAKEN DOWN AND REBUILT IN THIS LOCATION. TREES TO BE REMOVED TO ACCOMMODATE PROPOSED SET BACK OF STONE WALL

3.0

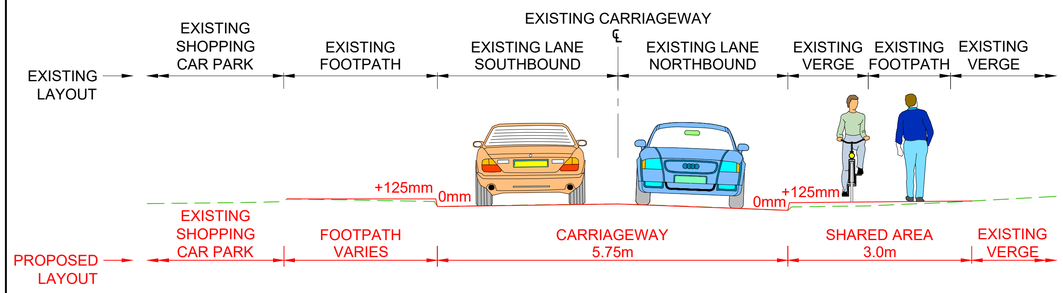
3.0

482

483

CROSS SECTION B-B

SCALE AT A1 1:50
SCALE AT A3 1:100



NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
2. PROPOSED FOOTWAYS SHALL BE 1.8m MIN WIDE UNLESS NOTED OTHERWISE.

LEGEND:

- PART 8 PLANNING BOUNDARY
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- X — EXISTING FENCE TO BE RETAINED
- I — PROPOSED TIMBER FENCE AND HEDGING

PROPOSED LAYOUT

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

Iltanna agus Mianeach

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

Rev	Description	By	Date	Chk'd	Rev'd	Auth
P05	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
P04	ISSUED FOR INFORMATION	DB	23.03.26	JT	JR	ST
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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT PART 8 - PLANNING REF. No. P82026.02 SHEET 4 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status: S2

Drawing Number: 0091652-ATK-XX-XX-DR-CE-900144

Rev: P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg
Date: May 07, 2026 - 2:54pm Plotted by: BREI4515

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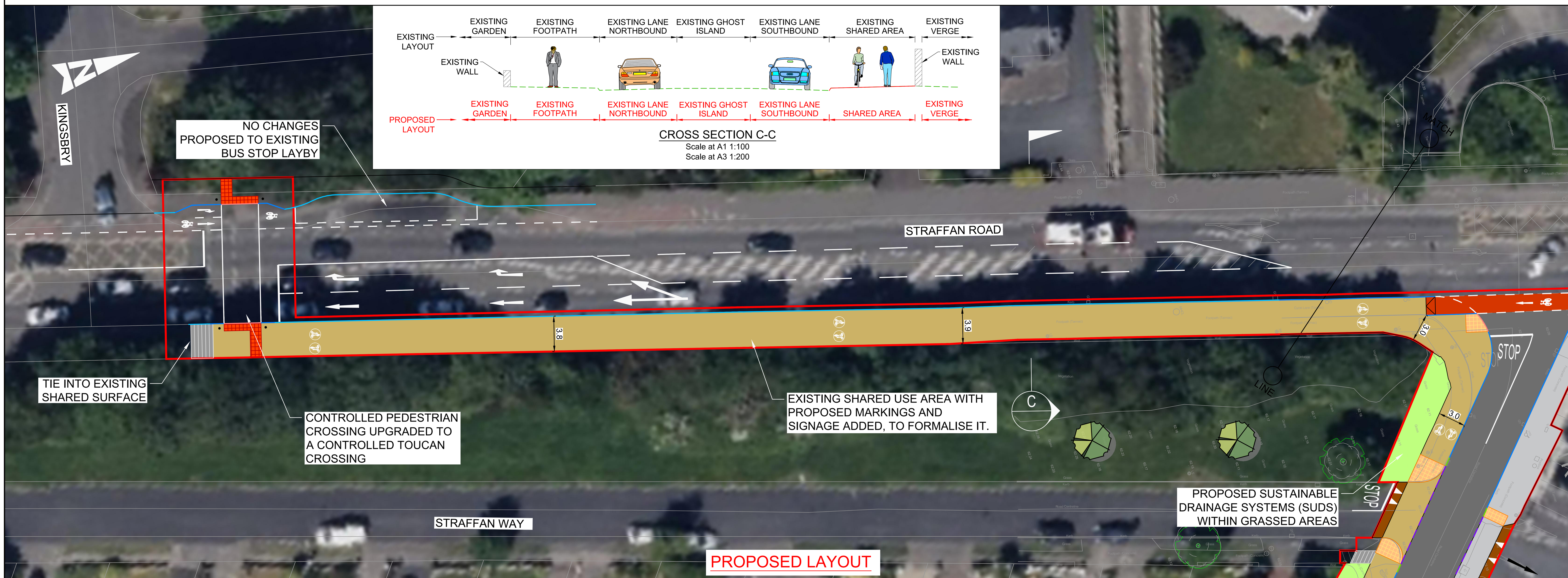
A1

DO NOT SCALE

EXISTING LAYOUT



PROPOSED LAYOUT

NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
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LEGEND:

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Risk Level		
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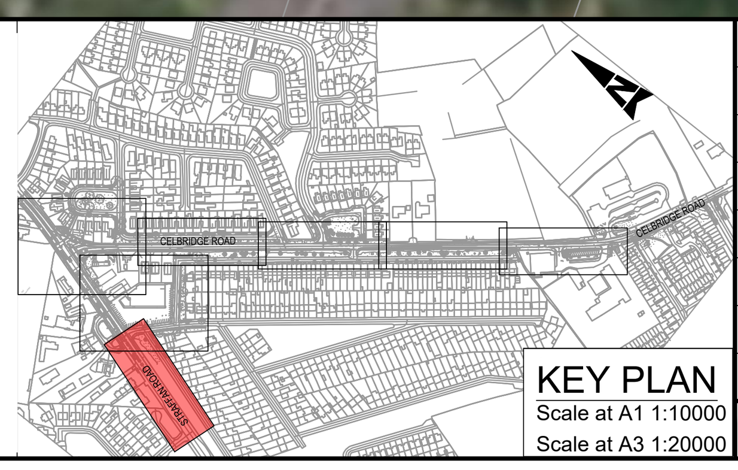

KEY PLAN
Scale at A1 1:10000
Scale at A3 1:20000

Rev	Description	By	Date	Chk'd	Rev'd	Auth
P05	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
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P03	ISSUED FOR INFORMATION	DB	16.03.26	JT	JR	ST
P02	ISSUED FOR INFORMATION	DB	11.03.26	JT	JR	ST
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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT
PART 8 - PLANNING REF. No. P82026.02
SHEET 5 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900145	P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg Date: May 07, 2026 - 2:54pm Plotted by: BRIE4515

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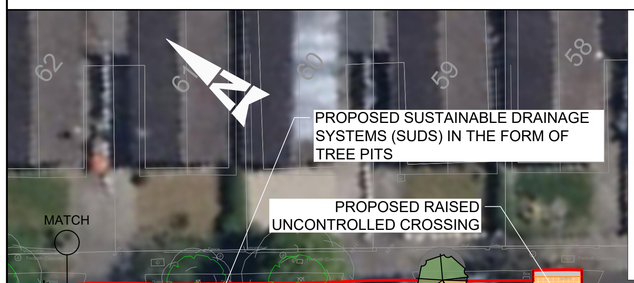
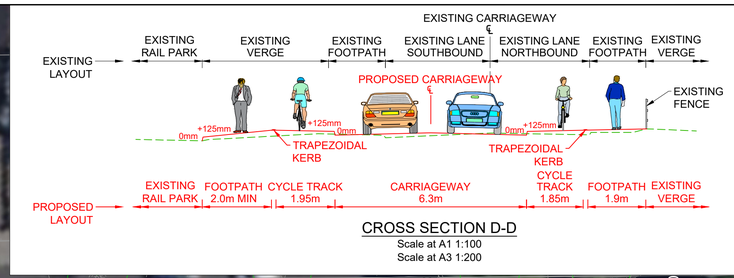
A1

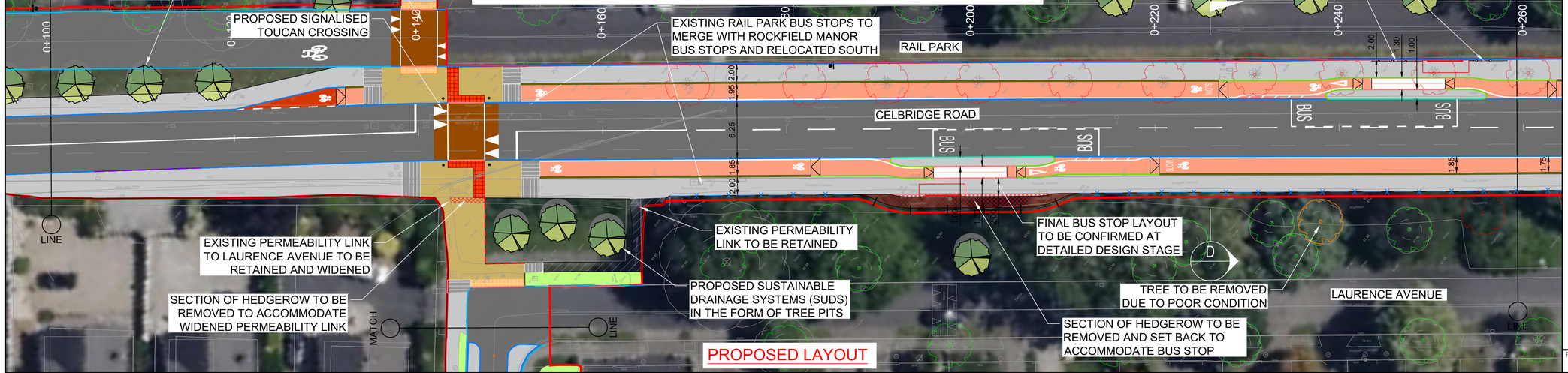
DO NOT SCALE

EXISTING LAYOUT





CROSS SECTION D-D
Scale at A1 1:100
Scale at A3 1:200



PROPOSED LAYOUT

NOTES :
1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
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Scale at A3 1:20000

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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT PART 8 - PLANNING REF. No. P82026.02 SHEET 6 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status: S2

Drawing Number: 0091652-ATK-XX-XX-DR-CE-900146

Rev: P05

File: 0091652-ATK-XX-XX-DR-CE-900141_149.dwg
Date: May 07, 2026 - 2:55pm
Plotted by: BREAKS15

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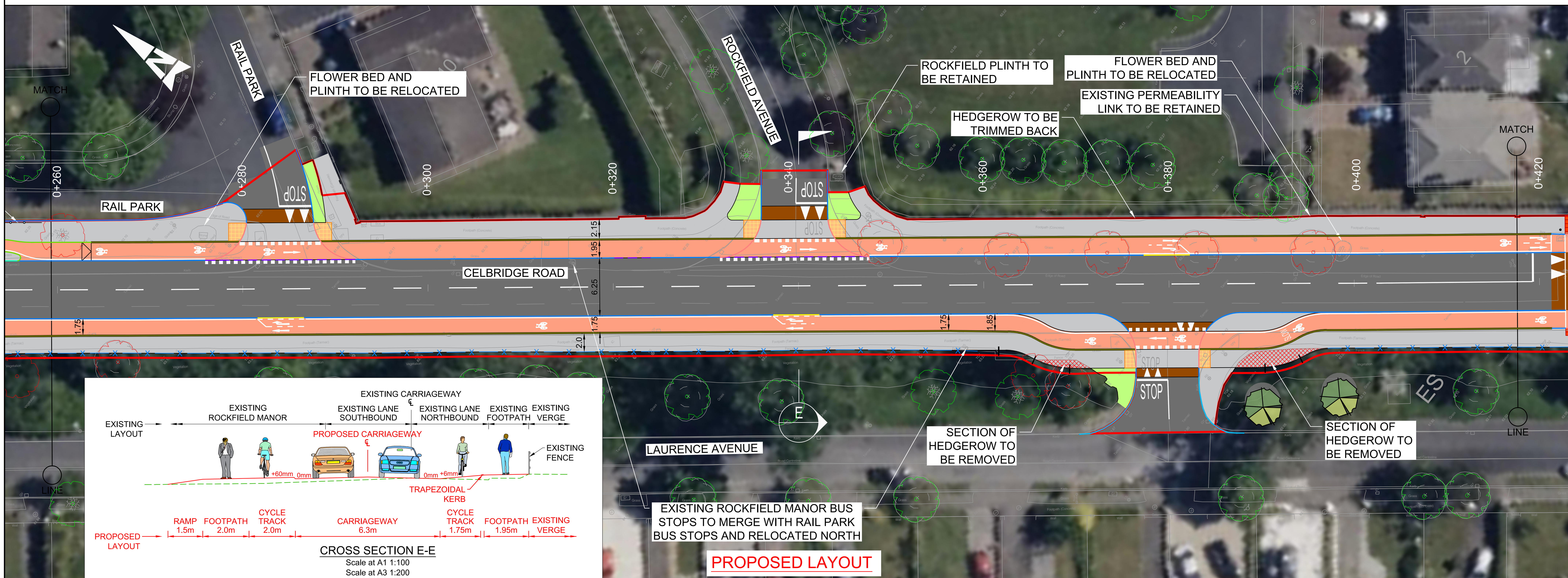

NOTES :

1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
2. PROPOSED FOOTWAYS SHALL BE 1.8m MIN WIDE UNLESS NOTED OTHERWISE.

LEGEND:

- PART 8 PLANNING BOUNDARY
- KERB: EXISTING
- KERB TYPE A: EDGING KERB
- KERB TYPE B: FLUSH KERB
- KERB TYPE C: 6mm CONCRETE KERB
- KERB TYPE D: 60mm CONCRETE KERB
- KERB TYPE E: 60mm BEVELLED KERB
- KERB TYPE F: 125mm CONCRETE KERB
- KERB TYPE G: KASSEL KERB
- KERB TYPE H: 20mm TRAPEZOIDAL KERB
- KERB TYPE I: 25mm CONCRETE KERB
- CARRIAGEWAY
- PROPOSED FOOTPATH
- PROPOSED SHARED SPACE
- PROPOSED RAISED UNI-DIRECTIONAL CYCLE TRACK
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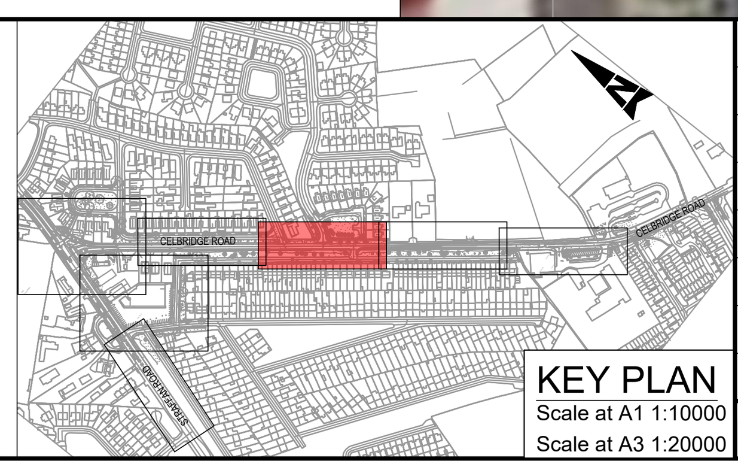
- TACTILE PAVING (UNCONTROLLED CROSSING)
- PROPOSED TACTILE PAVING (LADDER / TRAMLINE)
- EXISTING / PROPOSED GRASS VERGE
- HEDGEROW TO BE REMOVED
- PROPOSED PROPERTY BOUNDARY WALL
- EXISTING WALL AS PART OF GRANGE DEVELOPMENT
- PROPOSED POST AND RAIL TIMBER FENCE
- PROPOSED CYCLE RAMP
- PROPOSED BUS SHELTER
- PROPOSED PENCIL BOLLARD
- EXISTING FOOTPATH TO BE RETAINED
- PROPOSED TREE PLANTING
- EXISTING TREES TO BE REMOVED TO FACILITATE SCHEME
- EXISTING TREES TO BE REMOVED DUE TO MATURITY/CONDITION
- EXISTING TREES TO BE RETAINED
- EXISTING FENCE TO BE RETAINED
- PROPOSED TIMBER FENCE AND HEDGING

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

Údarás Náisiúnta Iompair
National Transport Authority



Rev	Description	By	Date	Chk'd	Rev'd	Auth
P05	ISSUED FOR INFORMATION	DB	06.05.26	JT	JR	ST
P04	ISSUED FOR INFORMATION	DB	23.03.26	JT	JR	ST
P03	ISSUED FOR INFORMATION	DB	16.03.26	JT	JR	ST
P02	ISSUED FOR INFORMATION	DB	11.03.26	JT	JR	ST
P01	ISSUED FOR INFORMATION	DB	13.02.26	JT	JR	ST

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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT
PART 8 - PLANNING REF. No. P82026.02
SHEET 7 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900147	P05

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0
10
A1
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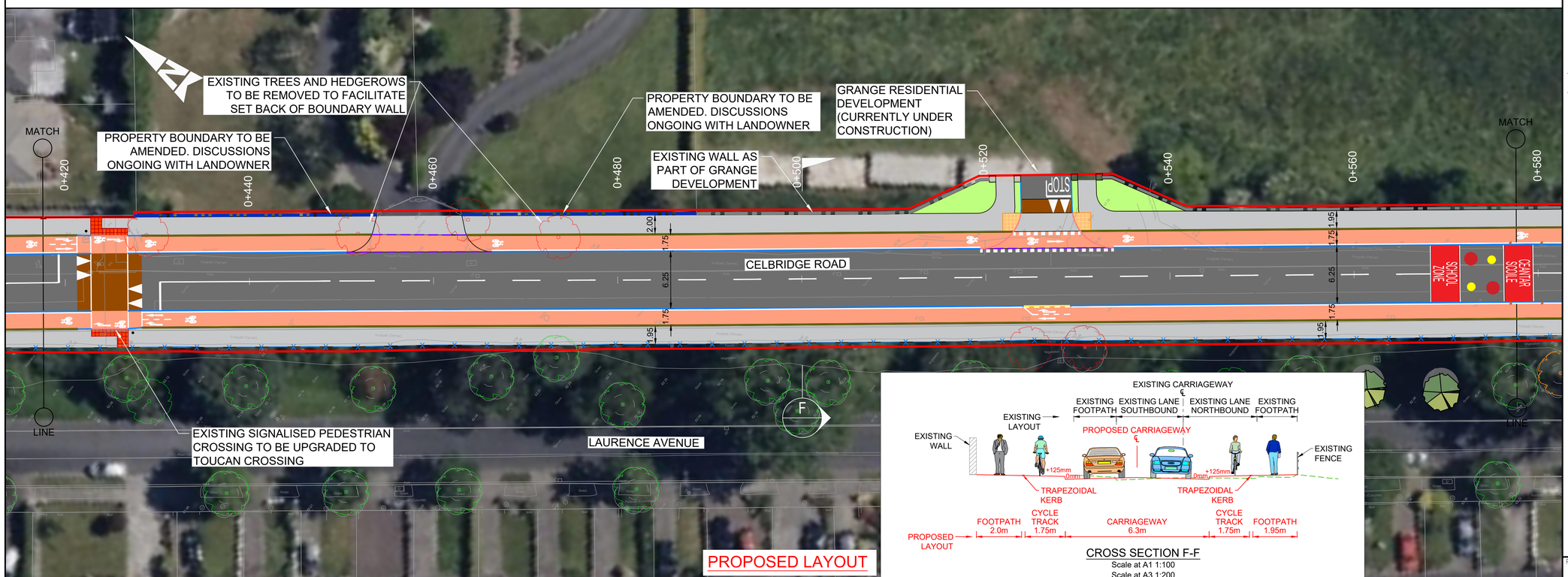
EXISTING LAYOUT



PROPOSED LAYOUT

CROSS SECTION F-F
Scale at A1 1:100
Scale at A3 1:200

NOTES :
1. PROPOSED CYCLE TRACKS, CYCLE LANES TO BE 2.0m WIDE IN EACH DIRECTION UNLESS NOTED OTHERWISE.
2. PROPOSED FOOTWAYS SHALL BE 1.8m MIN WIDE UNLESS NOTED OTHERWISE.

LEGEND:
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- KERB: EXISTING
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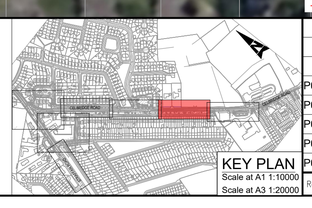
- EXISTING TREES TO BE REMOVED TO FACILITATE SCHEME
- EXISTING TREES TO BE REMOVED DUE TO MATURITY/CONDITION
- EXISTING TREES TO BE RETAINED
- X — EXISTING FENCE TO BE RETAINED
- I — PROPOSED TIMBER FENCE AND HEDGING

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

Is leanna agus Misniach

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
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Client: KILDARE COUNTY COUNCIL

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

Purpose: FOR INFORMATION

Title: GENERAL ARRANGEMENT PART 8 - PLANNING REF. No. P82026.02 SHEET 8 OF 9

Original Scale	Drawn	Checked	Reviewed	Authorised
1:250 @ A1 1:500 @ A3	DB Date 13.02.26	JT Date 13.02.26	JR Date 13.02.26	ST Date 13.02.26

Status	Drawing Number	Rev
S2	0091652-ATK-XX-XX-DR-CE-900148	P05

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Date: May 07, 2026 - 2:56pm Plotted by: BRIE4515

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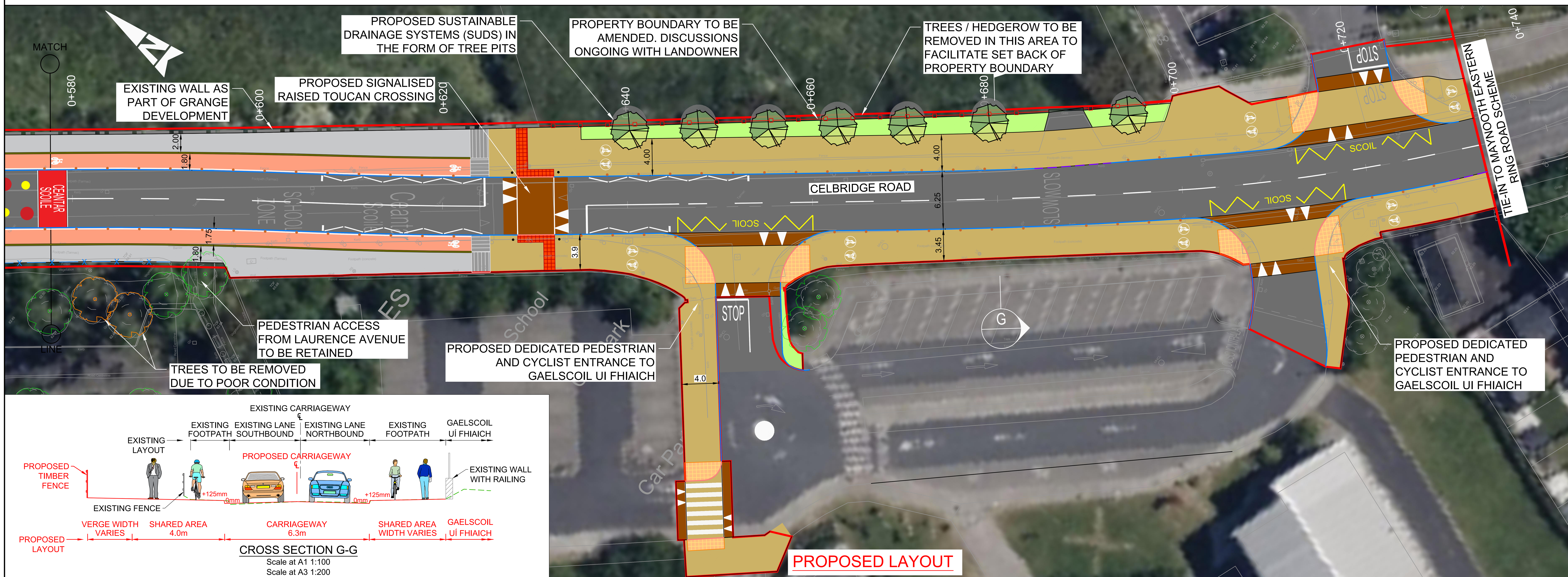

CROSS SECTION G-G
Scale at A1 1:100
Scale at A3 1:200

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- PROPOSED TIMBER FENCE AND HEDGING

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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
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PART 8 - PLANNING REF. No. P82026.02
SHEET 9 OF 9

Project: CELBRIDGE ROAD ACTIVE TRAVEL SCHEME MAYNOOTH

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Appendix B. Safe Routes to School Travel Survey Data

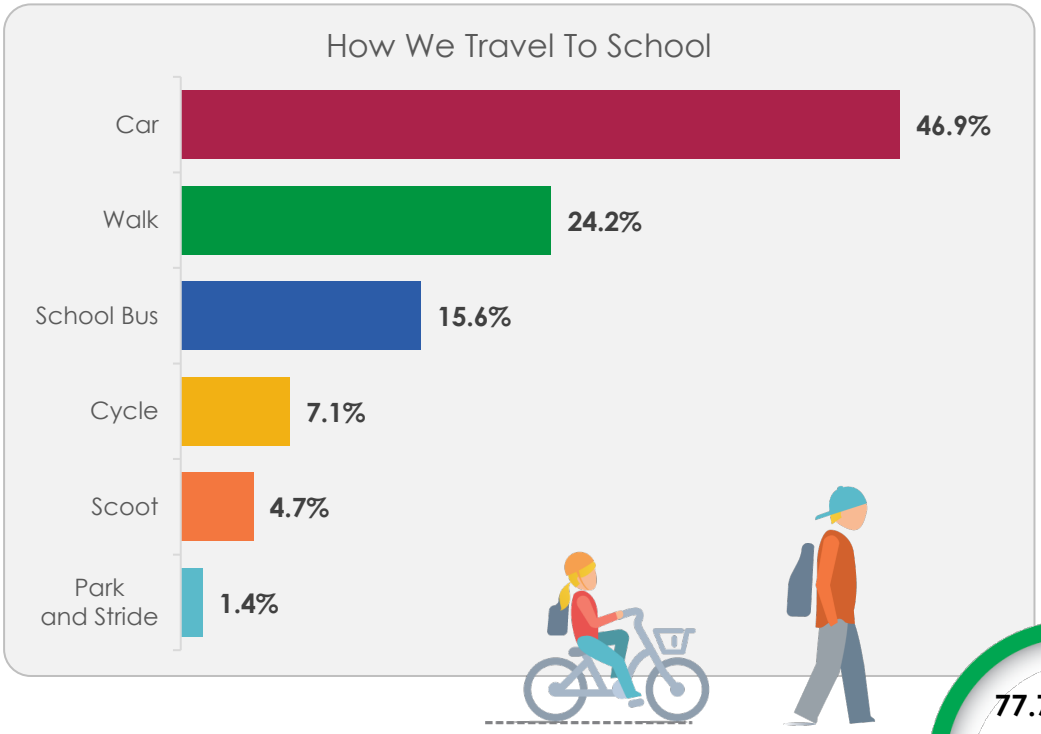
Safe Routes to School
Gaelscoil Uí Fhiaich Travel Survey Results

Results of Our Travel Survey

Responses received: 130 Students represented: 211

Our school has been selected to participate in the Safe Routes to School (SRTS) programme. The objective of the programme is to improve safety at the school gate and to support students to safely walk, cycle and scoot to school.

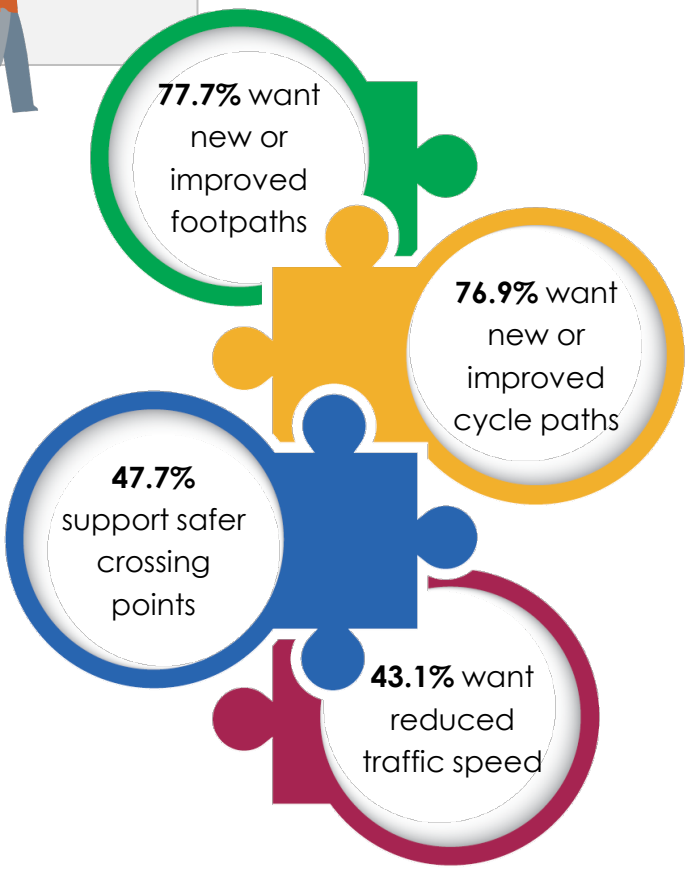
Our Travel Survey results and support for the SRTS programme is showcased below.



94.6% of respondents agreed that road safety is a problem around the school

99.2% of respondents would support works at the front of school that improve student safety

100.0% of respondents would support works that improve the walking and cycling routes to our school



Some key comments received:

"Road speed at school entrances is a major problem. Twice on using the pedestrian lights to cross the road, I have had to retreat to the footpath even though the green man was lit giving pedestrians right of way because of the speed of the cars approaching and one indicated to me they had not even seen the red light for cars"

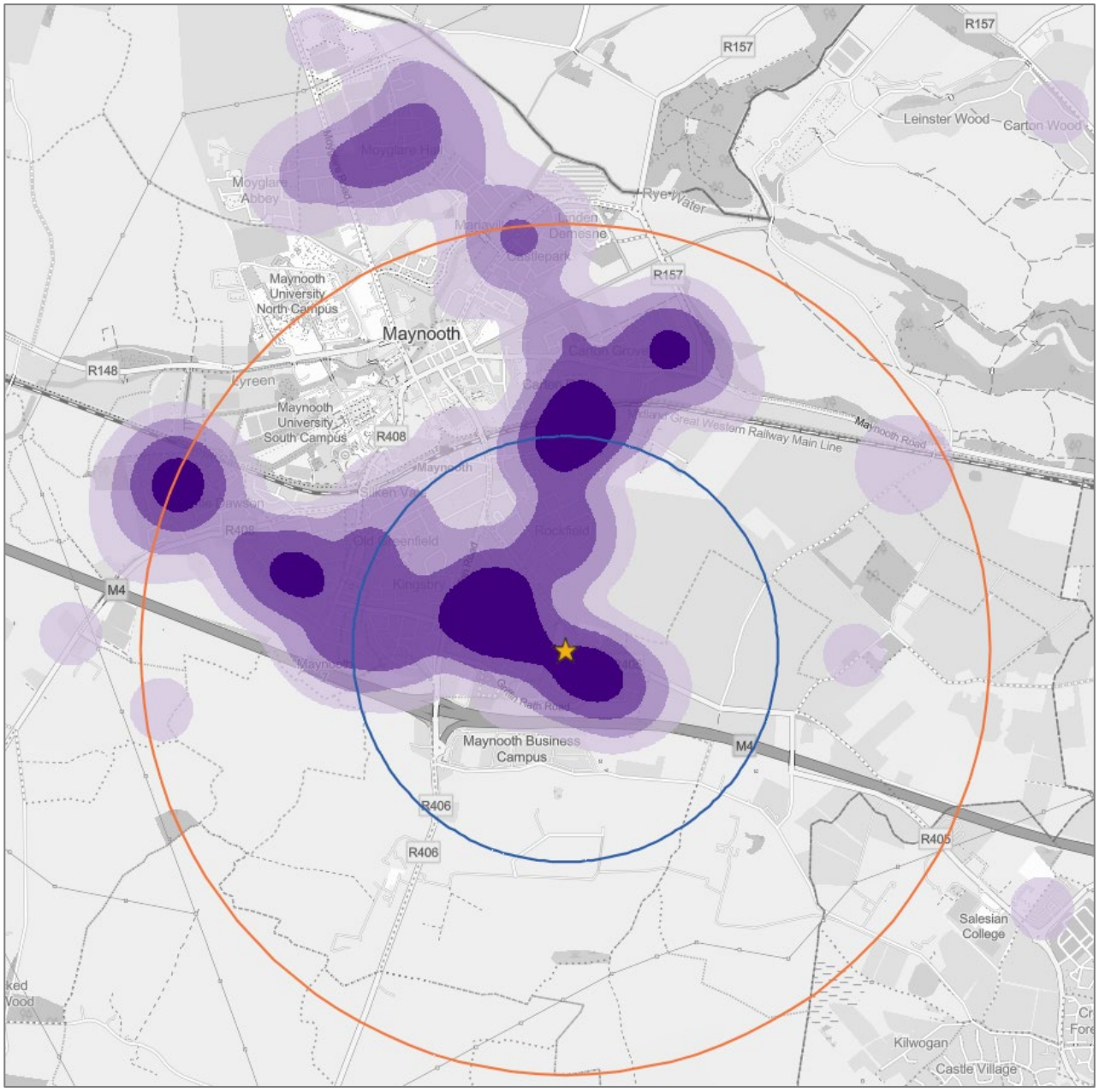
"There are a lot of children going to the school from this and the surrounding estates, however there is no bus facility available. There was discussions about organising one but it didn't work out. If a bus is available (with the help of parents in these areas) it would reduce a large number of cars coming and going from the school, and make it safer overall."

Safe Routes to School

Gaelscoil Uí Fhiaich - Where We Are Travelling From

31.3% of students surveyed live within **1km** of the school

68.2% of students surveyed live within **2km** of the school



School location

1km radius

2km radius

Higher density of students travelling from this area

Lower density of students travelling from this area

Appendix A
Travel Survey Results

The school distributed the SRTS Travel Survey to all families of Gaelscoil Uí Fhiaich via their usual communications methods, during January 2026.

Responses received: 130
Students represented: 211 = 45.9% of school population (based on a total of 460)*

Q1. How many of your children attend this school?

50.8% of respondents have 1 child attending the school
37.7% of respondents have 2 children attending the school
10.0% of respondents have 3 children attending the school
1.5% of respondents have 4 children attending the school

Q2. Where does the journey to school begin?

Where students are travelling from

School location

1km radius

2km radius

Higher density of students travelling from this area

Lower density of students travelling from this area

*5.0% margin of error at a 95% confidence level

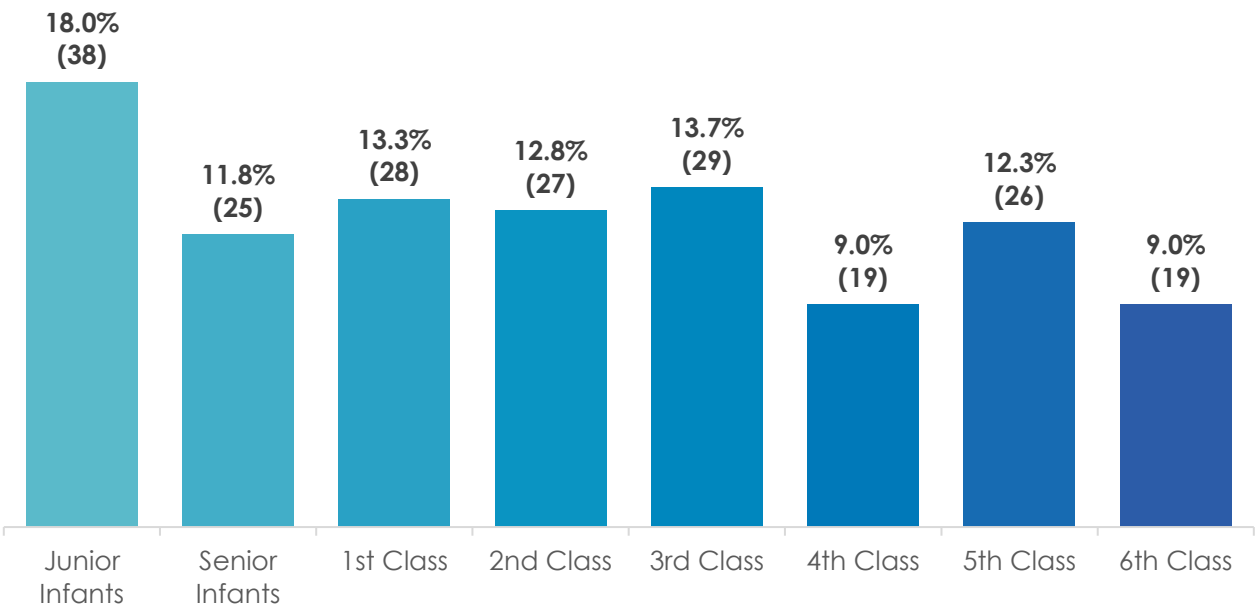
Q3. What is your child's gender?

54.0% Male

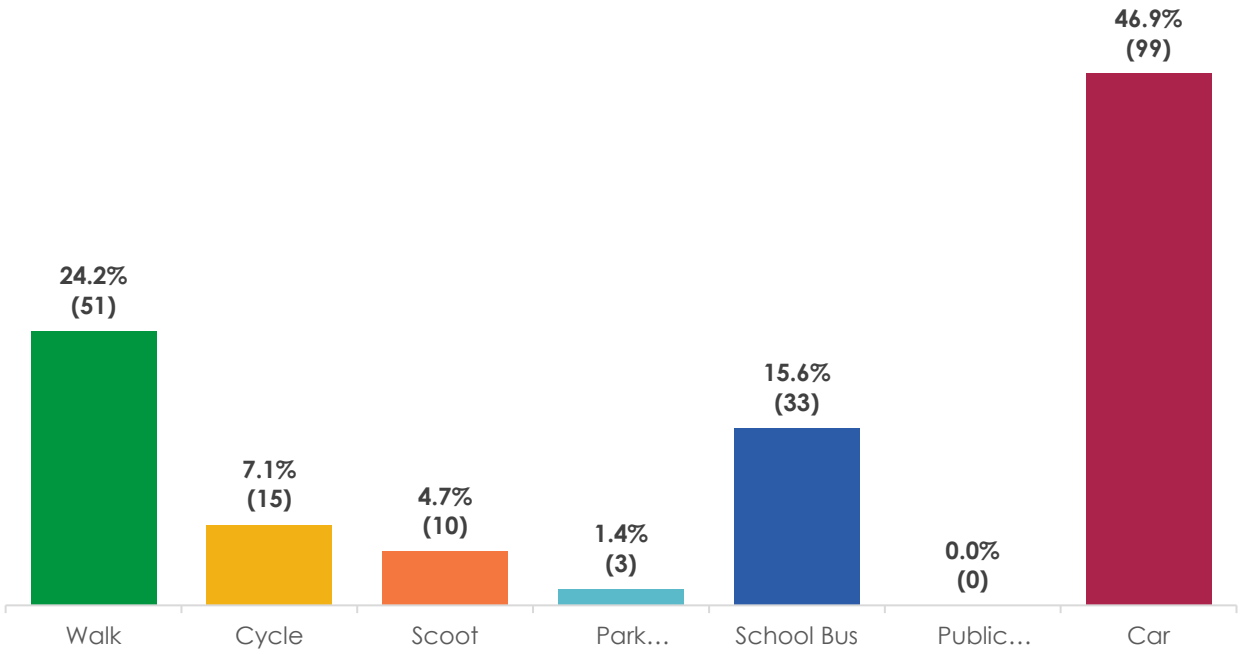
45.0% Female

0.9% Prefer not to say

Q4. What is your child's class?



Q5. How does your child most often travel to school?



Q6. Do you think road safety is a problem around your school?

94.6% selected Yes

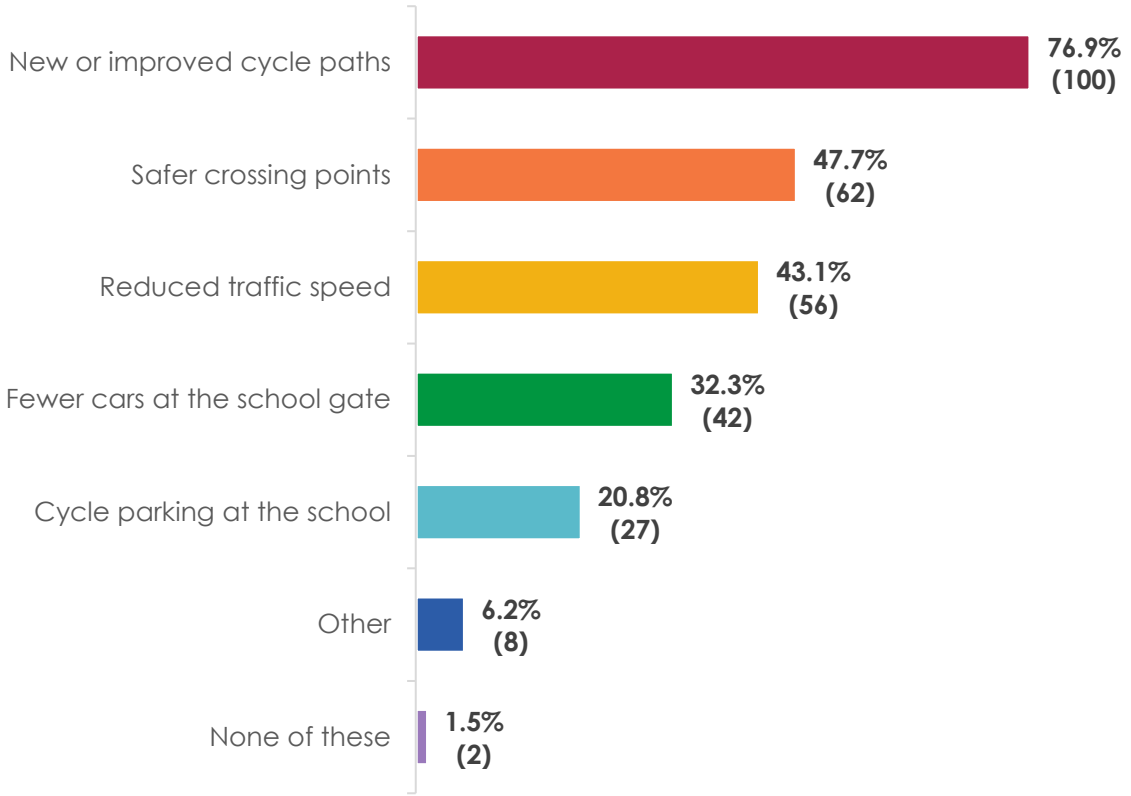
Q7. Would you support works at the front of school that improve student safety?

99.2% selected Yes

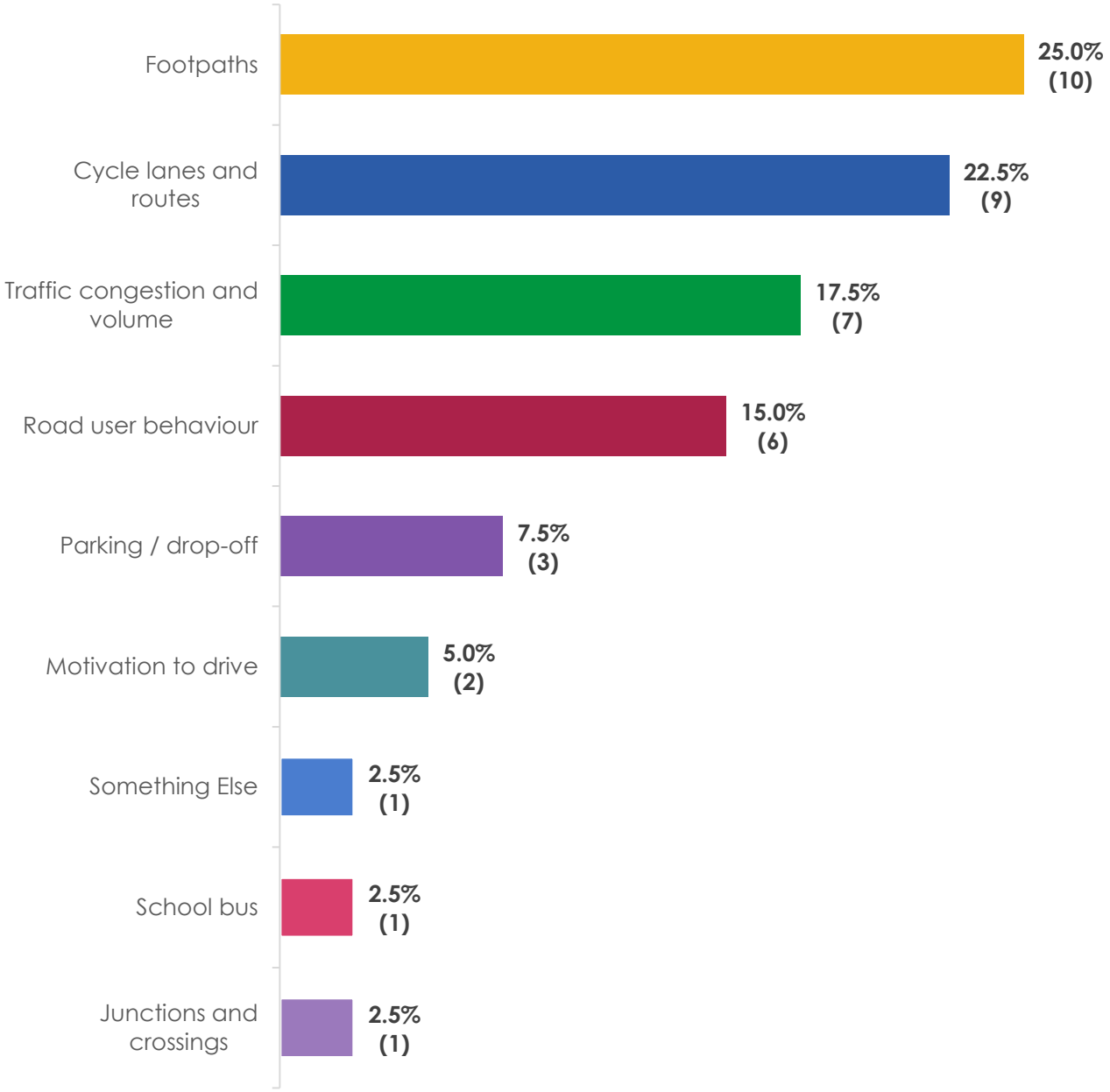
Q8. Would you support works that improve the walking and cycling routes to your school?

100.0% selected Yes

Q9. What would improve your journey to school?



Survey Comments



40 survey comments were received in total and have been categorised in the chart. Each comment was placed in the [one] category most applicable, even if there was crossover into another category.

Safe Routes to School

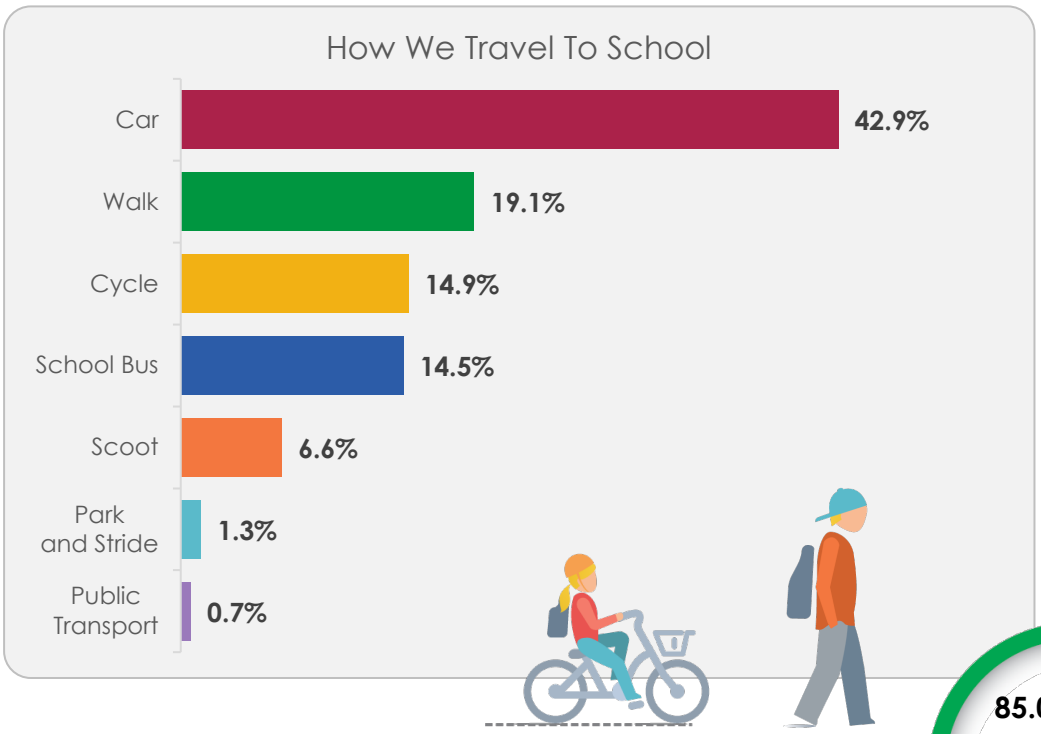
Maynooth Educate Together NS Travel Survey Results

Results of Our Travel Survey

Responses received: 207 Students represented: 303

Our school has been selected to participate in the Safe Routes to School (SRTS) programme. The objective of the programme is to improve safety at the school gate and to support students to safely walk, cycle and scoot to school.

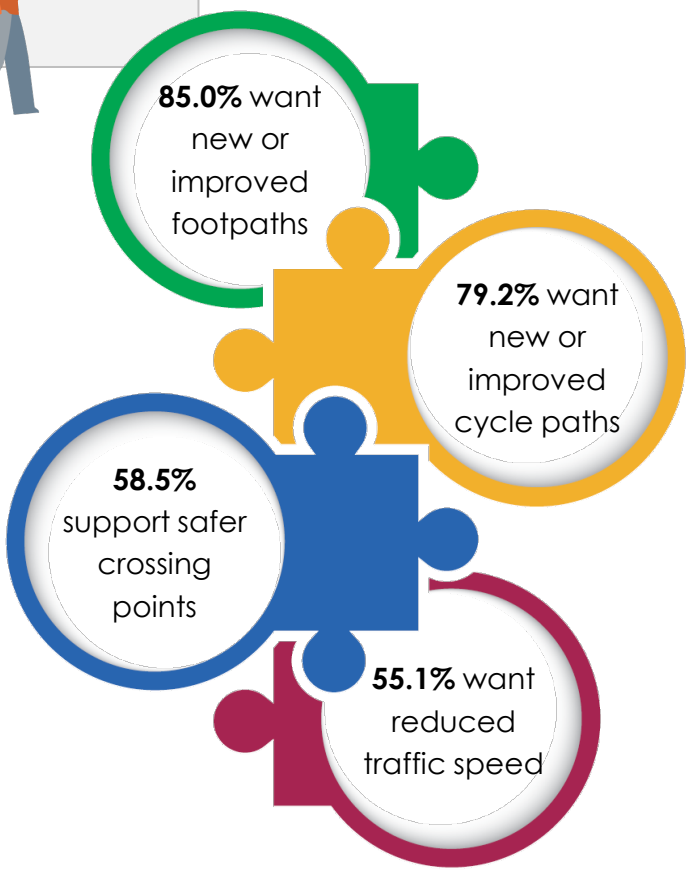
Our Travel Survey results and support for the SRTS programme is showcased below.



92.3% of respondents agreed that road safety is a problem around the school

99.5% of respondents would support works at the front of school that improve student safety

99.0% of respondents would support works that improve the walking and cycling routes to our school



Some key comments received:

"Currently the narrow footpaths and lack of cycle paths beside a busy road that leads to two schools are a massive hazard and a huge deterrent to many to take healthier travel to school options such as walking/cycling and scooting. Something has to be done to rectify."

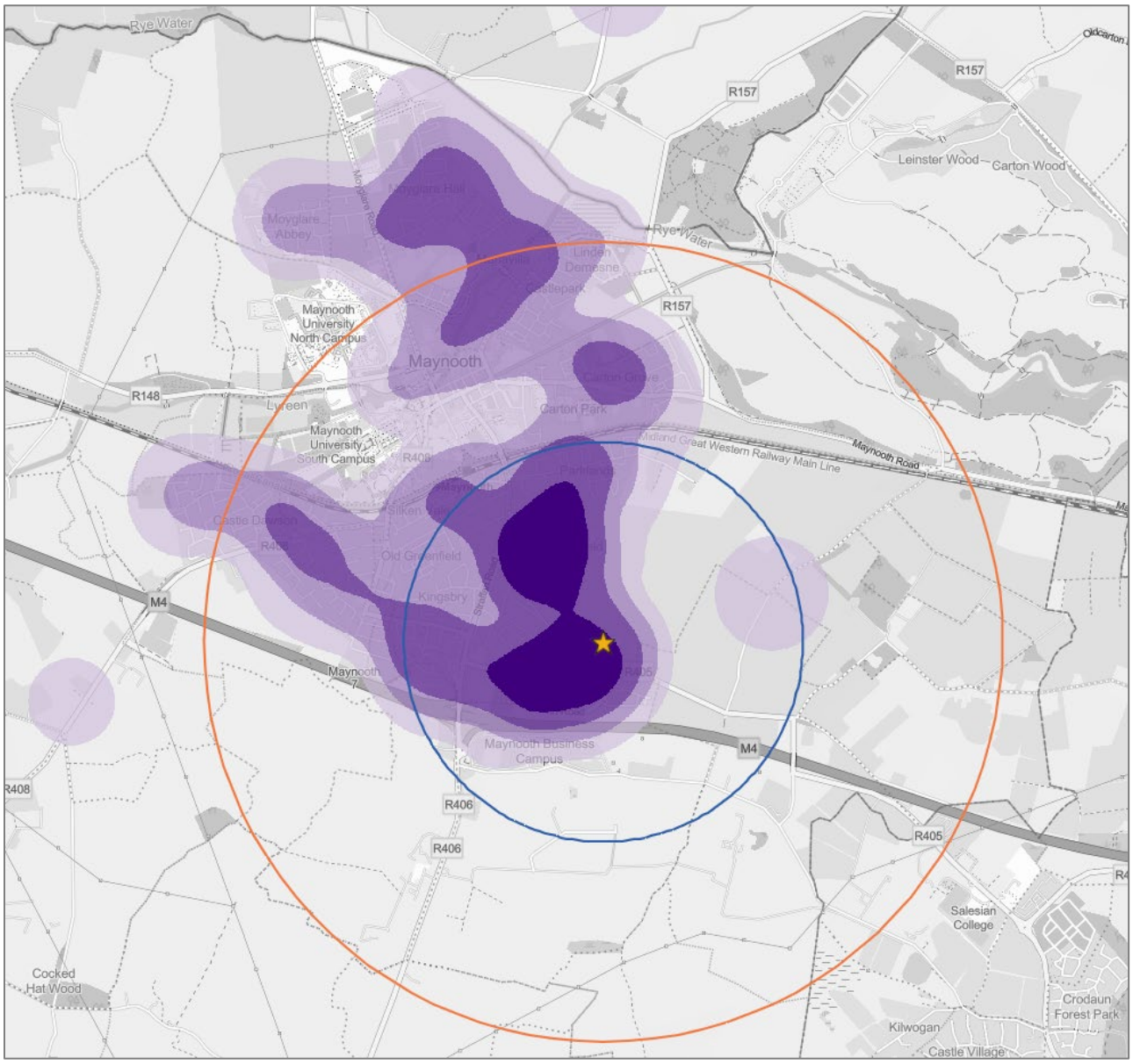
"There has a been an accident outside our school in the past year where a child was knocked down by a car overtaking a bus right outside the school. The road from Celbridge often has speeding cars and speed calming measures need to be introduced further away from the school."

Safe Routes to School

Maynooth Educate Together NS - Where We Are Travelling From

38.3% of students surveyed live within **1km** of the school

63% of students surveyed live within **2km** of the school



School location

1km radius

2km radius

Higher density of students travelling from this area

Lower density of students travelling from this area

Appendix A
Travel Survey Results

The school distributed the SRTS Travel Survey to all families of Maynooth Educate Together NS via their usual communications methods, during January 2026.

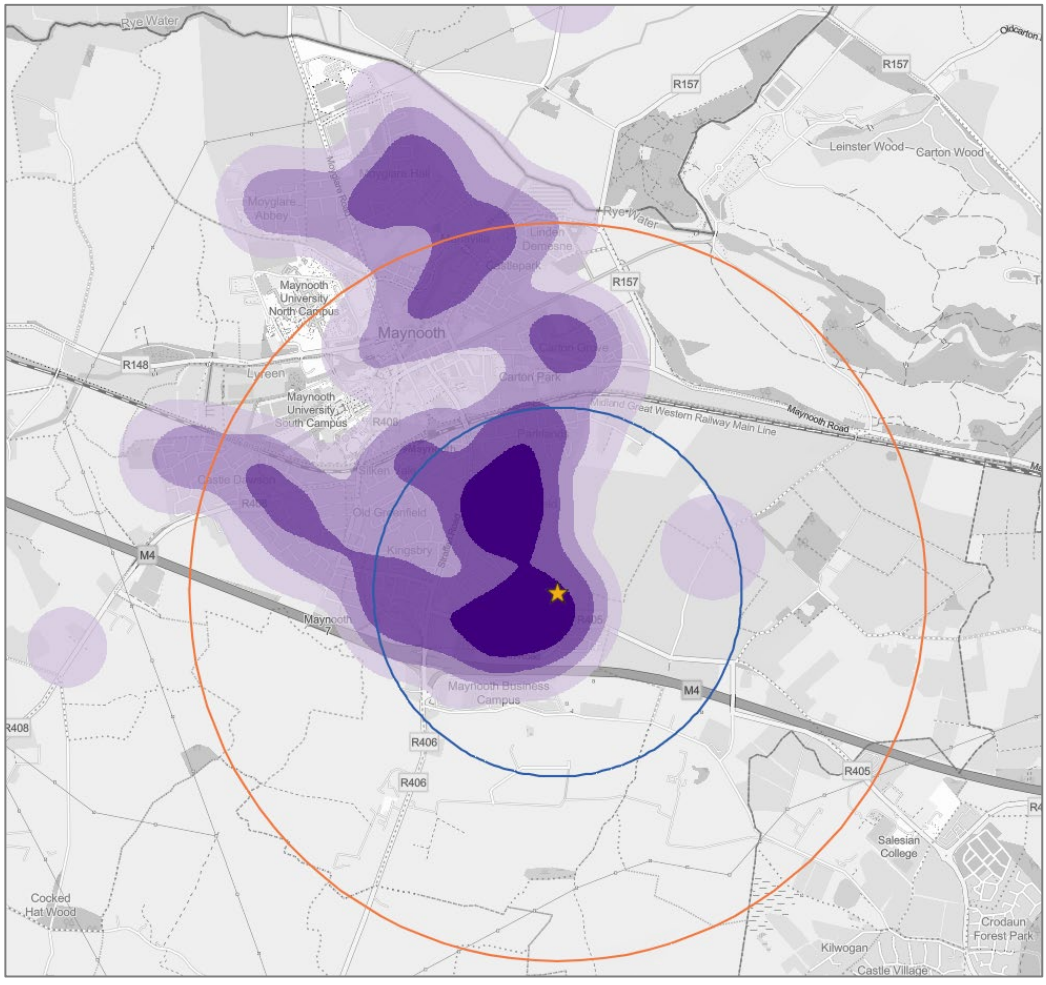
Responses received: 207
Students represented: 303 = 73.5% of school population (based on a total of 412)*

Q1. How many of your children attend this school?

57.0% of respondents have 1 child attending the school
39.6% of respondents have 2 children attending the school
3.4% of respondents have 3 children attending the school

Q2. Where does the journey to school begin?

Where students are travelling from



*2.6% margin of error at a 95% confidence level

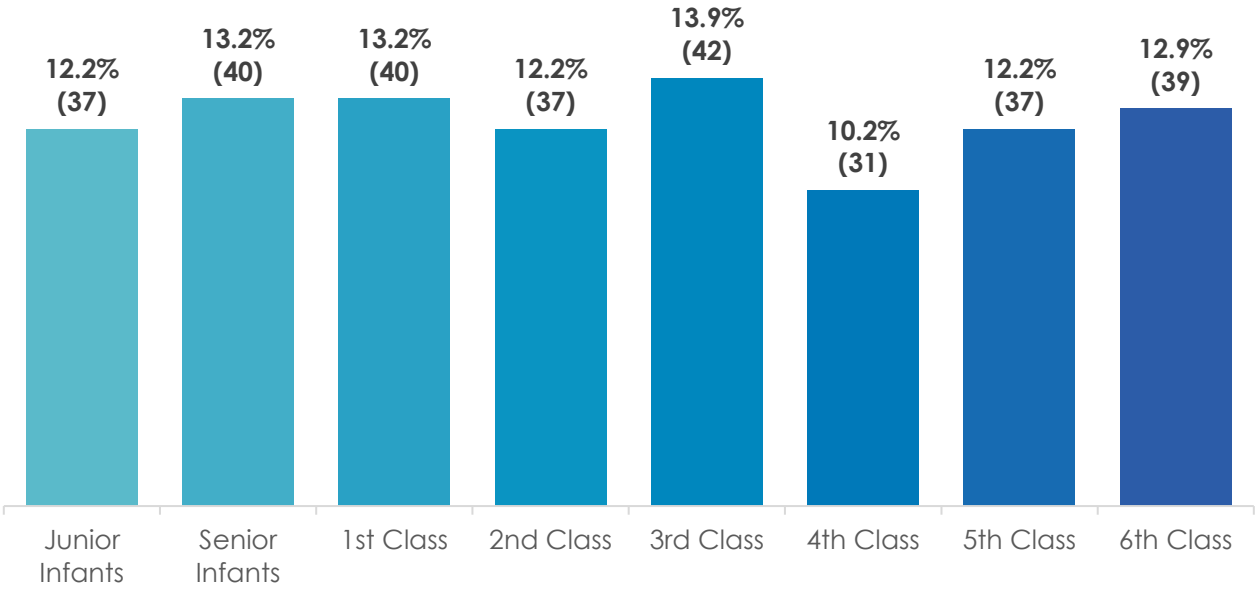
Q3. What is your child's gender?

53.5% Male

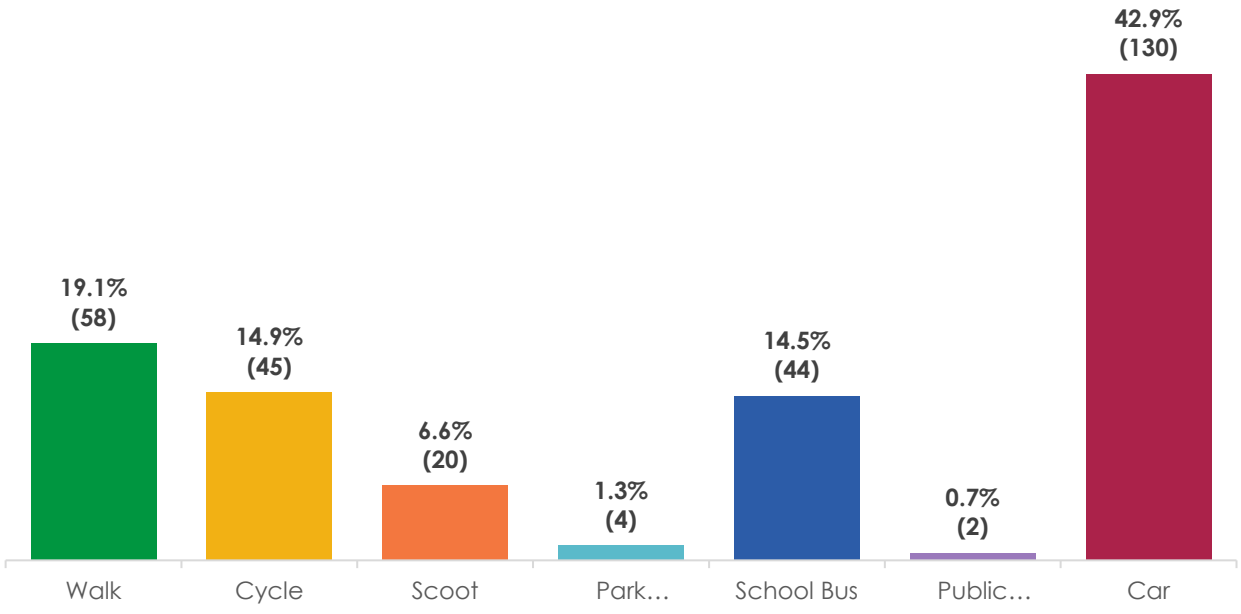
44.9% Female

1.7% Prefer not to say

Q4. What is your child's class?



Q5. How does your child most often travel to school?



Q6. Do you think road safety is a problem around your school?

92.3% selected Yes

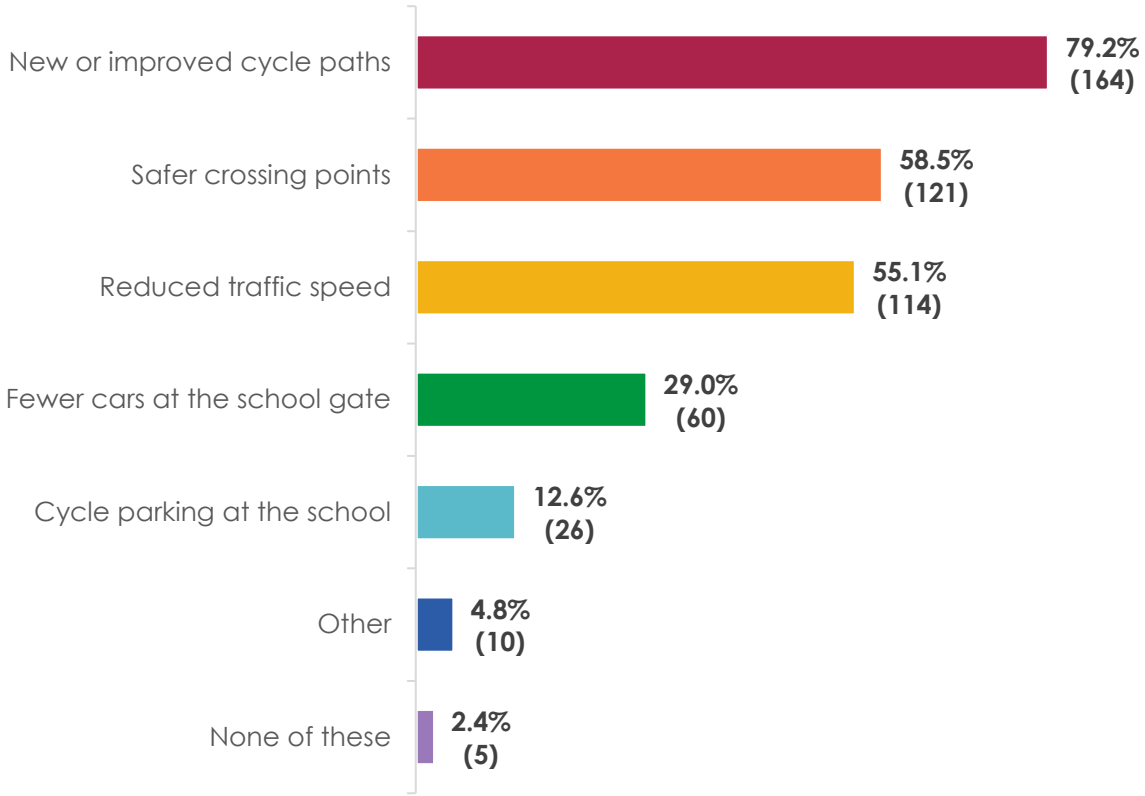
Q7. Would you support works at the front of school that improve student safety?

99.5% selected Yes

Q8. Would you support works that improve the walking and cycling routes to your school?

99.0% selected Yes

Q9. What would improve your journey to school?



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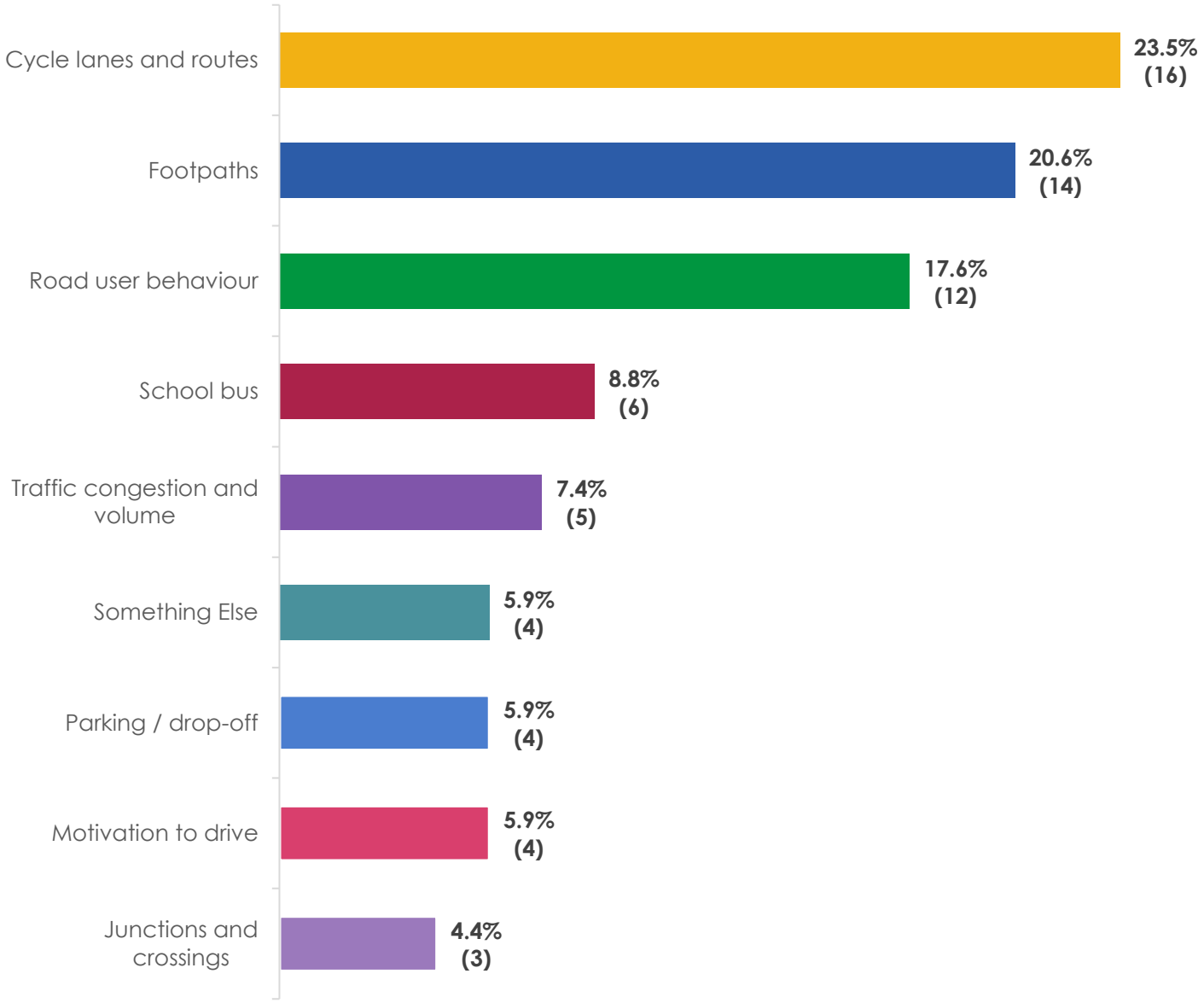

68 survey comments were received in total and have been categorised in the chart. Each comment was placed in the [one] category most applicable, even if there was crossover into another category.

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