



Kildare County Council

PART 8 PLANNING REPORT

P82022.05: Green Lane Cycle Track Scheme, Leixlip





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OUR REF. NO. P82022.05: GREEN LANE CYCLE TRACK SCHEME, LEIXLIP

DATE: FEBRUARY 2022



Comhairle Contae Chill Dara
Kildare County Council



Údarás Náisiúnta Iompair
National Transport Authority

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INTRODUCTION

PROJECT OVERVIEW

WSP Ireland have been appointed by Kildare County Council to complete concept development/options selection; preliminary design; and statutory processes for the delivery of a high-quality cycle route on Green Lane from Accommodation Road to Station Road. Kildare County Council are working in partnership with the National Transport Authority to deliver the project. This project aligns with existing policy and is identified as a feeder route in the Greater Dublin Area Cycle Network Plan.

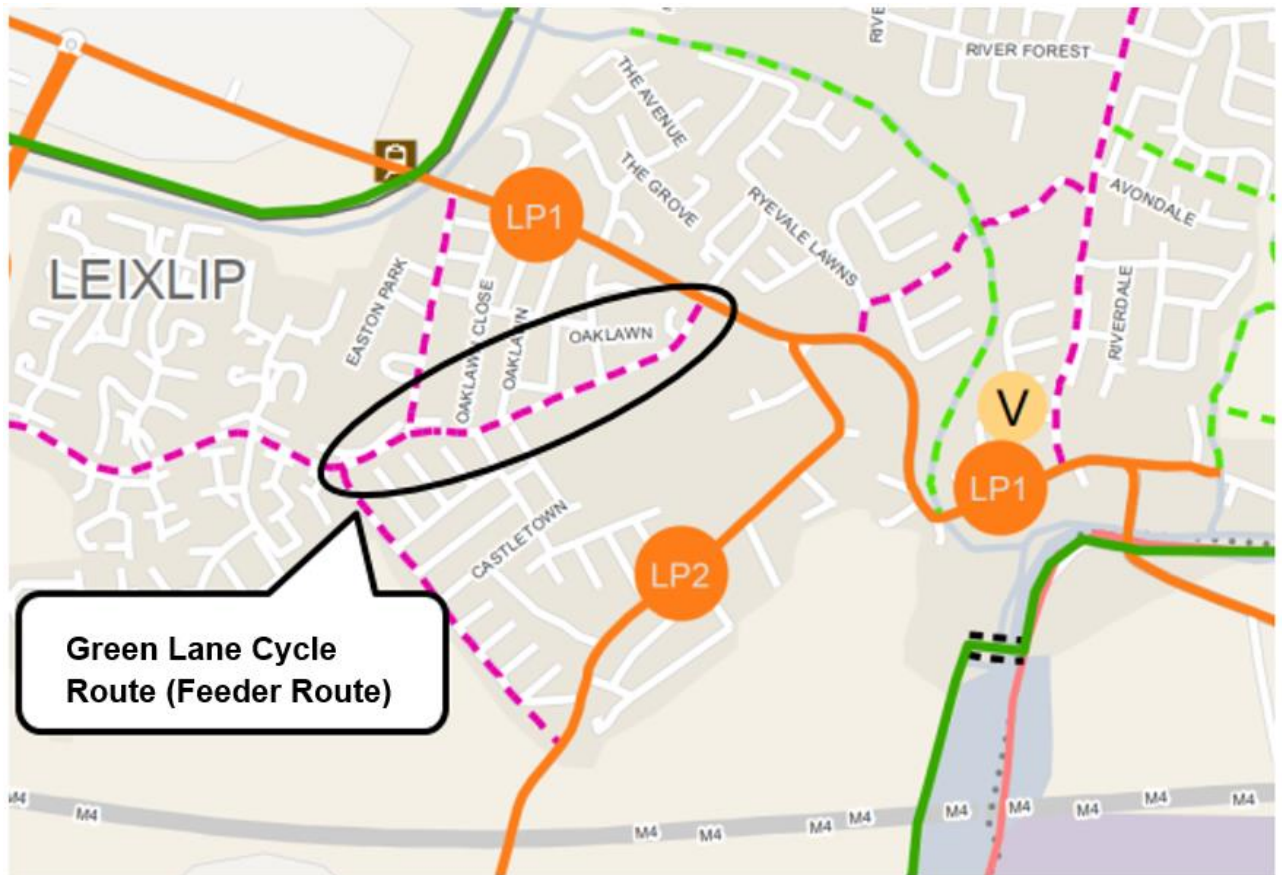


Figure 1 - GDA Cycle Network Plan

The project sets out to deliver a protected cycle track with Level of Service A or A+ in accordance with the National Cycle Manual. The 700m section will connect into the existing cycle infrastructure on Green Lane to the west of Accommodation Road and create a new segregated section along Green Lane to the junction with Station Road. This project fills an important missing piece of the existing cycle network. The uni-directional protected cycle tracks have been designed to best practice guidance and includes cycle priority over side roads, bus stop landing zones and kerb segregation for most of the route.



STAKEHOLDER ENGAGEMENT

Early engagement was carried out with the three schools, local businesses and landowners that would be affected by the works.

PART 8 PLANNING DOCUMENTATION

This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. This report should be read in conjunction with the drawings provided in Appendix A.

PURPOSE OF THE SCHEME

PROJECT AIM

The project aims to deliver a high-quality cycle route design of A or A+ level of service (in accordance with the National Cycle Manual) and provide an optimal balance of provision between various competing transport modes.

DESIGN OBJECTIVES

A number of design objectives have been identified for this project:

- Deliver segregated cycle infrastructure suitable for school children and novice users.
- Tie into existing cycling infrastructure and future proof the connection to proposed cycling infrastructure.
- Reallocate space to provide sufficient dimensions for the segregated cycle tracks.

DESIGN GUIDANCE

The following guidance has been used in the design of this project:

- The National Cycle Manual
- Design Manual for Urban Roads and Streets
- Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors
- Design Manual for Roads and Bridges
- Traffic Management Guidelines
- Traffic Signs Manual
- Safe Routes to School Design Guide
- TII Schedule of Rates 2019

Other international guidance documents have also been considered, including:

- LTN 1/20 (England, Northern Ireland)
- Cycling by Design 2021 (Scotland)

PLANNING AND POLICY CONTEXT

IRELAND 2040 – OUR PLAN - NATIONAL PLANNING FRAMEWORK

Project Ireland 2040 is the overarching policy and planning framework for the social, economic and cultural development of our country. Contained within this framework are 70 National Policy Objectives. This project most closely aligns with National Policy Objective 28 - Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by integrating physical activity facilities for all ages, particularly prioritising walking and cycling accessibility to both existing and proposed future development, in all settlements.

NATIONAL DEVELOPMENT PLAN 2021 – 2030

As part of Project Ireland 2040 the National Development Plan sets out the Government's over-arching investment strategy and budget for the period 2021-2030. Active Travel is identified as a Strategic Investment Priority in National Strategic Outcome 4: Sustainable Mobility.

THE CLIMATE ACTION PLAN 2021

The Climate Action Plan 2021 recognises that Ireland must achieve a significant modal shift from car to active travel and public transport if we are to achieve our target of a 51% reduction in Green House Gas emissions by 2030 and ultimately net zero by 2050. CAP sets a target for 500,000 additional daily active travel and public transport journeys by 2030 and investment planned under this NDP will be directed toward achieving that challenging target.

NATIONAL CYCLING POLICY FRAMEWORK 2009-2020

The National Cycling Policy framework recognises cycling as one of the most important forms of sustainable transport. The framework sets out many policies and objectives in relation to cycling, with the ultimate aim of increasing cycling's mode share.

SMARTER TRAVEL POLICY

In February 2009, the Smarter Travel Policy document for achieving a sustainable transport system for Ireland was published. This document outlines a number of key policies to encourage a modal shift away from private car use and promote public transport, walking and cycling.

GREATER DUBLIN AREA TRANSPORT STRATEGY 2022 2042

This transport strategy aims to “provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth.” Furthermore, it has a specific strategy objective to “enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.”

GREATER DUBLIN AREA CYCLE NETWORK PLAN

The Greater Dublin Area Cycle Network Plan identifies this route as a feeder route improving access to several schools, recreational facilities and a dense urbanised residential area. It also connects to a Primary Route on Station Road LP1 and forms part of the wider network. Greater Dublin Area



Transport Strategy. The Greater Dublin Area Transport Strategy has been developed to be consistent with the National Planning Framework and the National Development Plan as set out in Project Ireland 2040. This strategy sets out a number of objectives including “An Enhanced Natural and Built Environment To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use”.

KILDARE COUNTY DEVELOPMENT PLAN 2017 – 2023

The development plan states, “walking and cycling will continue to be promoted as a priority mode of transport”.

KILDARE CLIMATE CHANGE ADAPTATION STRATEGY 2019 – 2024

A number of objectives and actions to tackle climate change at the local level are set out in the Climate Change Strategy. Action 11 a) Promote cycling and walking to support greater uptake of active travel around the county reducing carbon emissions and to promote the modal shift away from private cars through land use planning policy, development management and local initiatives.

LEIXLIP LOCAL AREA PLAN 2020-2023

The Local Area Plan sets out an overall strategy for the proper planning and sustainable development of Leixlip in the context of the Kildare County Development Plan 2017-2023. The Local Area Plan and overall vision are also underpinned by a number of interlinked strategic objectives including Strategic Objective 5: To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.

As can be seen from the above policies and plans, this project has a clear strategic relevance at both national and local level.

GREEN LANE EXISTING ARRANGEMENT

The project area measures approximately 700m from Accommodation Road to Station Road on Green Lane.



Figure 2 - Project Area

Green Lane is currently a single lane carriageway with no existing cycle infrastructure in the project area. There are existing cycle lanes to the west which are at footway level and separated with a white line. There are footways on both sides of the road. The footway outside the three schools has recently been widened to accommodate the high number of users at school drop off and pick up times.

TRIP ATTRACTORS

The key trip attractors in the project area are:

- Scoil Bhríde
- Scoil Mhuire
- Scoil Eoin Phóil
- Leixlip GAA
- Shops

There is also Leixlip Louisa Bridge rail station approximately 500m outside the project area at the north end of Accommodation Road.



Figure 3 – Footway outside the schools



Figure 4 - Leixlip GAA

CROSSINGS

There is one signalised pedestrian crossing in the project area and a number of uncontrolled crossings across Green Lane. There is another signalised pedestrianised crossing point to the west of Accommodation Road which is outside the project area. There are uncontrolled crossings across all the side roads, most of which have tactile paving.



Figure 5 - Pedestrian Crossings

SIDE ROADS

There are five side roads and fifteen vehicular accesses (driveways, car parks etc.) on Green Lane. The majority of these side road junctions have large corner radii and dropped kerbs with tactile paving for pedestrian crossings. Castletown can experience relatively high numbers of journeys as it provides access to Celbridge Road.



Figure 6 – Castletown Junction

BUS STOPS

There are four bus stops with high access kerbs on Green Lane. There are no bus shelters or bus laybys and the buses currently stop in the carriageway. Some of the existing bus stops have the bus cage markings on the road. There are four bus services that currently use Green Lane; 52, C5, L59, X25.



Figure 7 - Bus Stop

SPEED

Green Lane has a posted speed of 50 km/h, however, the urban nature of Green Lane, the multiple access points and side roads, school activity, ramps and crossing points, the actual 85th percentile speed is considered to be lower than 50 km/h. There are three ramps located along the road to manage speed.

PARKING

There are two off-street car parks in the project area. One serves the shops/businesses and the other is opposite Scoil Bhríde. There is a marked parking layby opposite Leixlip GAA Club with three spaces as can be seen in Figure 8. The parking lay-by in front of the shops, provides unrestricted parking. A minimal level of car parking demand was recorded here during the survey period. The off-street car parking in front of the shops, accessed from Green Lane, has a capacity of 16 spaces (including 1 disabled space). The survey results (with a maximum of 13 no. vehicles parking in any 15-minute time period) indicate the car park did not reach capacity at any point over the survey period.



Figure 8 - Existing Parking

WALKING

The current footway is either directly adjacent to the carriageway or set back with a green verge buffer. The current footway provision is mixed with some poor-quality surface in sections and discontinuity in others. As stated above, the footway outside the schools was upgraded recently. Some areas of concern were highlighted through engagement including the step to the east of Paddy Power and the location of some street furniture in the middle of the footway. Green Lane is also part of the Leixlip West Slí na Sláinte Route.



Figure 9 - Signed Walking Route

ENVIRONMENT

There are a total of 113 no. individual trees in the project area. Of these, 5 no. trees are classed as Category A (high value), 79 no. trees are classed as Category B (moderate value), 23 no. are classed as Category C (low value) and 6 no. are classed as Category U (unsuitable for retention).

- There is no historical flooding.
- There are no National Heritage or Special Areas of Conservation in the project area.
- No known Architectural Conservation Areas or protected structures.
- The air quality in the region is said to be good according to the Air Quality Index for Leixlip.
- Project area is deemed to pose a low geotechnical risk.

TRAFFIC

The Annual Average Daily Traffic (AADT), indicate along Green Lane a range of ca. 5,800 to ca. 9,500.

Pedestrian counts indicate a significant amount of the pedestrian activity was attributed to children. In addition, the peak periods recorded appear to relate to school drop-off and/ or pick-up times for the adjoining school along Green Lane. Over the 12-hour survey period, over 1,300 people were recorded walking in the project area.

Similarly, cycle counts indicate there are more people cycling in the western extent of the project area than the eastern extent. Cycle counts recorded a peak in the morning and the afternoon. Over the 12-hour survey period, over 360 people were recorded cycling in the project area.

ALTERNATIVES CONSIDERED

Having regard to the information obtained in the various reviews, surveys and studies undertaken, WSP identified and assessed nine feasible potential options for the project. The design of the options is in accordance with the National Cycle Manual (available online at www.nationaltransport.ie) and The Design Manual for Urban Roads and Streets (DMURS) and take cognisance of additional guidance such as LTN1/20, and TII publications. All options provide a Quality of Service A or A+ as outlined in the National Cycle Manual. An early concept design was developed for each option to understand the required cross-section and impact on third party land, environment etc. The key issues associated with each option were identified, including engineering issues, environmental issues, land acquisition, planning issues, costs and any other relevant items. The nine options are set out in Table 1 all of which require the existing road to be widened or realigned in certain locations to accommodate the new cycle tracks.

Option 1	Uni-directional cycle tracks on both sides of Green Lane 3.5m cycle tracks, 3m carriageway, 2m footway
Option 2	Uni-directional cycle tracks on both sides of Green Lane 3.5m cycle tracks, 3m carriageway, 2m footway with reductions in width at pinch points to minimise third party land requirement.
Option 3	Uni-directional cycle tracks on both sides of Green Lane 2.75m cycle tracks, 3m carriageway, 2m footway
Option 4	Uni-directional cycle tracks on both sides of Green Lane 2.75m cycle tracks, 3m carriageway, 2m footway with reductions in width at pinch points to minimise third party land requirement.
Option 5	Uni-directional cycle tracks on both sides of Green Lane 2m cycle tracks, 3m carriageway, 2m footway
Option 6	Uni-directional cycle tracks on both sides of Green Lane 2m cycle tracks, 3m carriageway, 2m footway with reductions in width at pinch points to minimise third party land requirement.
Option 7	Bi-directional cycle track on the south side of Green Lane 3.5m cycle track, 3m carriageway, 2m footway
Option 8	Bi-directional cycle track on the south side of Green Lane 3.5m cycle tracks, 3m carriageway, 2m footway with reductions in width at pinch points to minimise third party land requirement.
Option 9	Uni-directional cycle tracks on both sides of Green Lane 2m cycle tracks, 3m carriageway, 2m footway with shared use sections at pinch points

Table 1 - Options

All options were assessed using a robust and objective appraisal under headings identified in Table 2 which were informed by Department of Transport (DTTAS) Common Appraisal Framework.

Economy	Capital Cost
	Transport Reliability and Quality (Journey Time)
Integration	Land Use Integration
	Residential Population and Employment Catchments
	Public Transport Network Integration
	Cycle Network Integration
	Traffic Network Integration
	Pedestrian Network Integration
Accessibility and Social Inclusion	Key Trip Attractors (Education/Health/Commercial)
	Deprived Geographic Areas
Safety	Road User Safety
Environment	Archaeology and Cultural Heritage
	Architectural Heritage
	Flora & Fauna
	Soils and Geology
	Hydrology
	Landscape and Visual
	Noise and Vibration
	Air Quality
	Land Use Character
Physical Activity	Physical Activity

Table 2 - Assessment Criteria

Assessment Ranking	Description
	Significant advantages over the other options
	Some advantages over the other options
	Neutral compared to other options
	Some disadvantages over other options
	Significant disadvantages compared to other options

Table 3 - Assessment Criteria

Following a detailed analysis, Option 5 was identified as the preferred option as it provides a high-quality cycle and pedestrian provision with an appropriate cross-sectional width which will not be compromised in constrained areas (leading to a potentially higher risk of conflict).

DESCRIPTION OF PROPOSED SCHEME

The proposed design consists of 2m protected cycle tracks on both sides of the road along the length of the project area. The cross section consists of 2m footways, 2m cycle tracks (including kerb) and 3m carriageway. The cross section can be seen below.

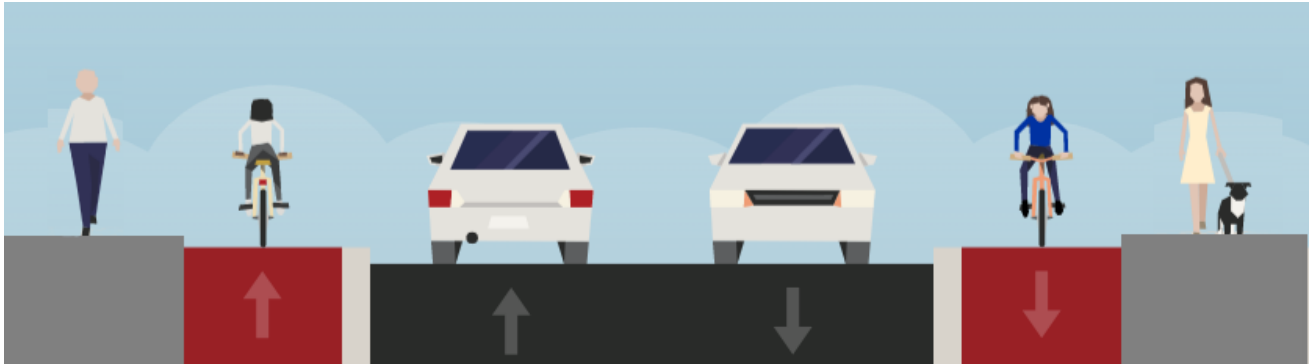


Figure 10 - Cross Section

Following engagement with the three schools on Green Lane, the design has been updated outside the schools. At this location the cycle track will raise up to footway level and a new shared use facility will be created here. There will be no level difference outside the school segregating cycleway and footway but there will be clear material difference with a 500mm buffer.

JUNCTIONS

This project does not include alterations to the Station Road junction as this will be redesigned as part of the Station Road project identified in the Greater Dublin Area Cycle Network Plan Primary Route LP1. There are no signalised junctions in the project. The corner radii of all side roads will be reduced in line with DMURS 4.3.3 to improve pedestrian and cycle safety. Side road crossings will be raised in line with 4.4.7 of DMURS and driveways and accesses will clearly indicate that pedestrians and cyclists have priority over vehicles. The level and materials will stay the same across the accesses to ensure visual priority is also maintained as per DMURS 4.3.1.

CROSSING

The Preliminary Design proposes a new zebra crossing on the existing raised table at Scoil Bhríde. This is currently used by the school traffic warden. Raised tables have been introduced on all side roads to prioritise pedestrian movements. Tactile paving has also been incorporated at all appropriate side road crossings as this is standard in Kildare County Council. The removal of tactile paving was considered to provide a continuous footway approach however, this was not taken forward following a discussion with Kildare County Council due to implications for users with visual impairments. Straight through crossings have been used for the cycle tracks across side roads. A setback arrangement was considered but discounted to maintain the desire line for cyclists and pedestrians. Cycles will have priority over side roads and turning vehicles should give way to cycles travelling straight ahead.

PARKING / LOADING

There are currently 17 spaces in the car park at the shops which will be redesigned to accommodate the new footway, cycle track and cycle parking. The new design provides 18 marked spaces. Furthermore, this car park did not reach capacity during any 15-minute period of the survey with a maximum of an 80% occupancy rate.

The marked parking layby with three parking spaces opposite the GAA club which will be reallocated to footway and cycle track. Removing this parking isn't deemed to incur a serious negative impact.

ACCESSIBILITY

The proposed scheme aims to make Green Lane more accessible by incorporating seating, improving footway provision in terms of directness and surface quality, reducing street clutter and providing a cycle track that can accommodate adapted cycles.

SPEED MANAGEMENT

The proposed scheme will reduce the existing vehicle carriageway of Green Lane from 6.5m / 7.5m to 6m, along the length of the scheme. Ramps and raised tables will be retained or introduced to further manage the speed of motorised vehicles. This will help manage speed by narrowing the carriageway and using traditional speed management interventions.

ENVIRONMENT

The Appropriate Assessment Screening has been prepared in order to identify any Natura 2000 sites which may be adversely affected by the Project and assess whether impacts associated with the construction or operation of the Project could have Likely Significant Effects on any of the Natura 2000 sites or their qualifying habitats and species; and hence determine whether an Appropriate Assessment is required.

The Glenasmole Valley SAC (designated for orchid-rich calcareous grassland, Molinia meadows and petrifying springs) is 15km away from the Site and is screened out on the basis that it is hydrologically and ecologically unconnected from it.

The Rye Water Valley/Cartron SAC is designated for its petrifying spring habitat and for two aquatic snail species which rely on the specific hydrological conditions, water chemistry and wetland vegetation found in the Rye Water and Royal Canal. The Site is approximately 550m away from the SAC at its closest point and is not hydrologically connected to it, either directly via surface water channels, or indirectly since Green Lane is serviced by the Leixlip drainage network which discharges into the River Liffey downstream of the SAC boundary. The Project would not result in changes to runoff into the drainage network and there are no pathways for effects on the Rye Water Valley/Cartron SAC or its qualifying habitat or species. As the Project would not give rise to any LSE, an Appropriate Assessment will not be required to determine the implications for any Natura 2000 sites in view of their conservation objectives.

An Environmental Impact Assessment (EIA) Screening Report has been prepared by WSP on behalf of Kildare County Council (KCC). The Report was submitted to KCC Planning Department to request for a screening opinion under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (as amended). In accordance with Schedule 5 of the Regulations, the report contains a description of the nature and purpose of the development and

potential environmental effects. In addition, it outlines best practice and mitigation measures to reduce the potential environmental impact primarily associated with construction. No significant effects are anticipated as a result of the Project. The Project is not deemed EIA development.

As discussed in the tree survey report, six trees have been recommended for removal. A further six trees will also have to be removed to accommodate the preferred option. These trees will be replaced, and an additional five trees will be planted to result in a net gain along Green Lane.

ARCHITECTURAL CONSERVATION, ARCHAEOLOGICAL, ENVIRONMENTAL AND ECOLOGICAL CONSTRAINTS

Constraint mapping was produced by suitably experienced personnel and the reviews were carried out in accordance with relevant industry practice and with regard to the “Guidelines for Assessment of Ecological Impacts of National Road Schemes”.

- There is no historical flooding.
- The scheme is not impacting on areas of National Heritage or Special Areas of Conservation.
- There is no known Architectural Conservation Areas or protected structures.
- The air quality in the region is said to be good according to the Air Quality Index for Leixlip.

TRANSPORT AND TRAFFIC

Informed by baseline survey data and national guidance, the transport assessment of the proposed scheme would indicate a negligible impact on general traffic conditions along the scheme corridor. Furthermore, the proposed scheme would offer improved cycle and pedestrian facilities while maintaining sufficient capacity along Green Lane for existing vehicle flows.



SUBMISSIONS

Submissions with respect to the proposed development may be made in writing to:

Senior Executive Officer,
Roads Transport and Public Safety,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare

On or before 12.00 noon on **XXXXX**

Submissions should be headed: **P82022.05 Green Lane Cycle Track Scheme, Leixlip.**

All comments, including names and addresses 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 minutes of that meeting and may appear in the public domain.



APPENDIX A: PART 8 DRAWINGS



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