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ENVIRONMENTAL SCIENCE &
PLANNING

SALLINS GREENWAY LINK

Part VIII Report

Prepared for:
Kildare County Council



Kildare County Council
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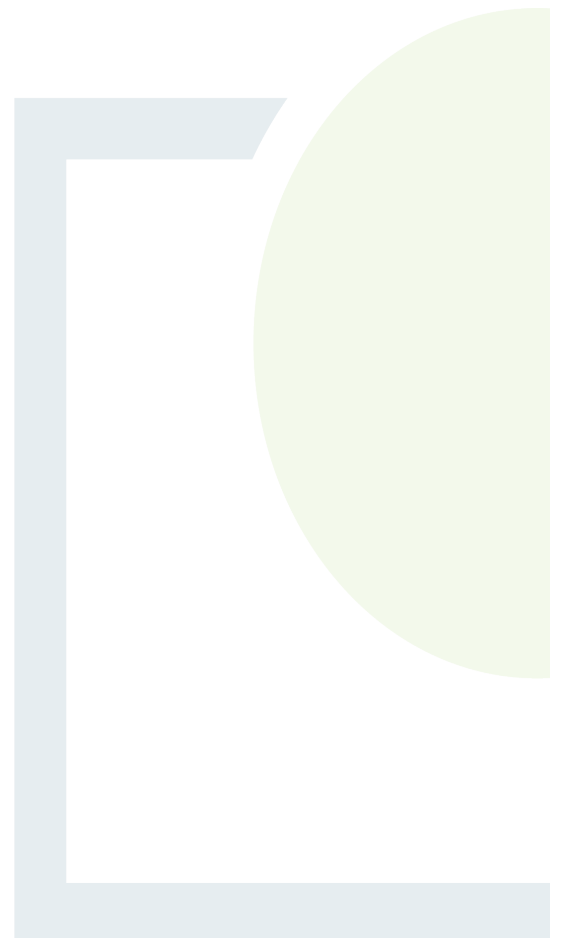
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GRAND CANAL GREENWAY KILDARE - PHASE 2: SALLINS GREENWAY LINK

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Abstract: This Part VIII Planning Report is in relation to the proposed development, the Sallins Greenway Link, which is to be constructed in Sallins, Co. Kildare.

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1. INTRODUCTION

1.1 Project Context

The proposed Grand Canal Greenway is a 38.5km walking and cycling facility in Co. Kildare which follows the route of the existing Grand Canal towpath. The towpath stretches from Kildare's border with Dublin to Kildare's border with Offaly and runs through the following townlands; Lyons, Clonaghlin, Tipperstown, Ardclough, Boston, Clownings, Baronrath, Keeloges, Alasty, Killeenmore, Kileenbeg, Sherlockstown, Kerdiffstown, Sallins Osberstown, Waterstown, Burgettstown, Landenstown, Donore, Goatstown, Downings South, Moods Mylerstown, Robertstown, Lowtown, Derrymullen, Allenwood, Killinagh, Ballybrack, Kilpatrick, Ticknevin, Ballyhagan, and Clonkeen. It is intended that the Grand Canal Greenway will eventually extend from Grand Canal Dock in Dublin to Shannon Harbour and that it will become an international Greenway of significance capturing the essence of rural Ireland. This will promote Kildare as a tourist destination and provide opportunities for new visitor growth as well as providing linkage between communities.

The Grand Canal Greenway consists of two phases. Phase 1 stretches from Aylmers Bridge on the Kildare-Dublin border to the proposed pedestrian bridge in Sallins, Co. Kildare. Phase 2 stretches from Sallins to Clonkeen on the Offaly border. Phase 1 of the greenway route is currently under construction and is expected to be open to the public in 2024. Phase 2 is currently at the detailed design stage.

Kildare County Council (KCC) are seeking Part VIII planning approval for the construction of the Sallins Greenway Link in Sallins, Co. Kildare. The proposed development will act as a link between Phase 1 and Phase 2 of the Grand Canal Greenway, as illustrated in Figure 1-1 below. The greenway link will provide a safer and more pleasant experience for all greenway users by providing a signalised crossing across the busy R407, a wide shared space along Canal View, and a pedestrian only access ramp where Canal View meets the R407. The proposed development will also provide increased connectivity to the town of Sallins, allowing for amenities and services available in the town to be sampled by greenway users.

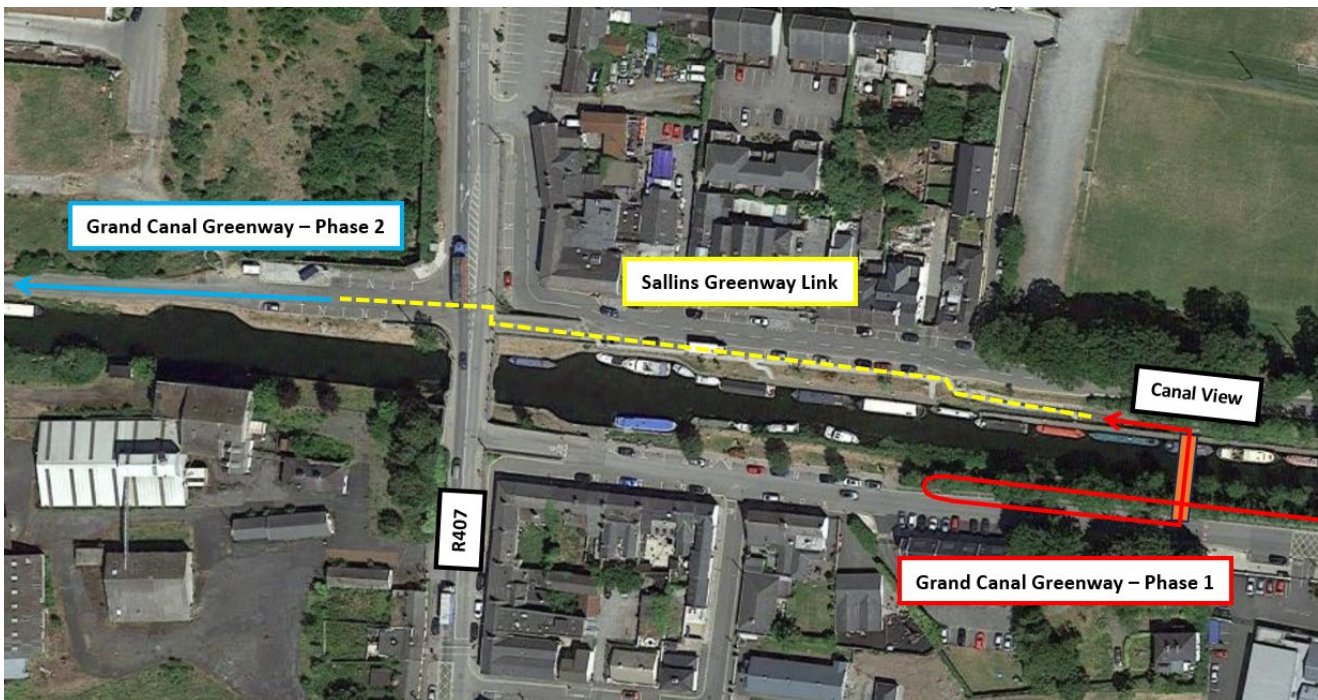


Figure 1-1: Sallins Greenway Link Location



1.2 Project Overview

Phase 1 of the Grand Canal Greenway will terminate at the proposed pedestrian bridge in Sallins, Co. Kildare. Phase 2 will begin on the western edge of Sallins along Osberstown Road. At present, active travel infrastructure is non-existent between these points. The proposed Sallins pedestrian bridge will tie-in with an existing footpath along Canal View, this narrow footpath leads to an existing vehicle ramp where Canal View meets the R407. A narrow footpath is located on the southern side of the ramp for pedestrians, but the gradient is steep and is not in accordance with universal access guidelines. No dedicated cycle infrastructure exists along Canal View. There is no formal crossing point at the top of the ramp across the R407 to Osberstown Road. There is a signalised crossing point across the R407, but this is located 160m north of the anticipated desire line of greenway users. Overall, the current infrastructure between the end of Phase 1 and start of Phase 2 is inadequate and is not of the quality expected from a greenway of international significance. Greenway user safety and overall experience will be negatively affected unless the link between Phase 1 and Phase 2 is improved.

The proposed Sallins Greenway Link will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities. The proposed development also aims to improve greenway user connectivity to the town of Sallins, increasing footfall along Main Street and in central commercial areas. The proposed active travel facilities will also link existing footpaths and cycle lanes along the R407 directly to Sallins GAA grounds and St Laurence's Catholic National School on the southern side of the proposed Sallins pedestrian bridge. The proposed Sallins Greenway Link will connect Phases 1 and 2 of the Grand Canal Greenway while also improving active travel permeability in the town of Sallins.

In summary, the proposed development includes:

- Provision of pavement buildouts and a raised table at the R407 junction with Osberstown Road;
- Provision of traffic signals, warning signage, road markings, tactile paving, and a raised toucan crossing across the R407;
- Provision of a 4.0m wide shared space along the northern side of Osberstown Road;
- Removal of 4no. parking spaces along Osberstown Road to facilitate shared space;
- Extension of existing cycle lanes along the R407;
- Widening of existing footpaths along the R407 within the development boundary;
- Provision of traffic bollards alongside ramps and raised tables to prevent accidental vehicle access;
- Repair of existing tactile paving along the R407 within the development boundary;
- Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space;
- Provision of 4.0m wide shared space along southern side of Canal View;
- Removal of 20no. parking spaces along Canal View to facilitate shared space;
- Extension and repair of existing footpath along northern side of Canal View;
- Provision of grass areas, planting, pavement buildouts, and cycle parking along Canal View;
- Provision of 'Pencil Bollards' to highlight proximity to school at Sallins Pedestrian Bridge;
- Closure of vehicular ramp at R407 junction with Church Avenue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles, and;
- Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community.



2. PLANNING CONTEXT

The following strategies, policies, guidelines, and plans support the creation of cycling infrastructure and are relevant therefore to the Part VIII proposal:

- Project Ireland 2040 – National Planning Framework;
- National Development Plan 2021-2030;
- The Government’s Smarter Travel Initiative;
- The National Cycle Policy Framework;
- People, Place and Policy Growing Tourism to 2025;
- The Action Plan for Rural Development Realising our Rural Potential;
- Strategy for the Future Development of National and Regional Greenways;
- Building for Everyone: A Universal Design Approach - Planning and Policy;
- Kildare County Development Plan 2023 - 2029, and;
- Sallins Local Area Plan 2016 - 2022.

2.1 Project Ireland 2040 – National Planning Framework:

The National Planning Framework (NPF) recognises that creating the environment to support job creation in rural areas will be a key enabler to rejuvenating rural towns and villages, sustaining vibrant rural communities, and reversing rural decline. The following overarching objectives in relation to tourism, transport and greenways are noted;

Table 2-1: National Policy Objectives

National Policy Objective Number	Objective
NPO 22	Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
NPO 27	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.
NPO 62	Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas.
NPO 64	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 infrastructure planning and innovative design solutions.



The following National Planning Framework - Strategic Outcomes should also be noted;

Table 2-2: National Strategic Outcomes

National Strategic Outcome Number	Outcome
NSO 3	Invest in greenways, blueways and peatways as part of a nationally coordinated strategy.
NSO 7	Implementation of planning and transport strategies for the five cities and other urban areas will be progressed with a major focus on improving walking and cycling routes, including continuous greenway networks and targeted measures to enhance permeability and connectivity.

2.2 National Development Plan 2021-2030

Launched in conjunction with Project Ireland 2040 – National Planning Framework, the National Development Plan is a ten-year strategy for public capital investment totalling almost €165 billion. This document makes provision for the following investment actions.

Table 2-3: National Development Plan - Investment Priorities NSO 2

National Strategic Objective 2	Enhanced Regional Accessibility
National Active Travel Programme	The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and this has been signaled by the recent increase in the active travel budget. Whole-of-Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025. The aim of this funding is to provide a safe and connected network to those who wish to commute to work or school or make other journeys through healthy and sustainable means. This investment will help support the delivery of significant levels of new and improved walking and cycling infrastructure by 2025, as well as additional investment in Greenways.

Table 2-4: National Development Plan - Investment Priorities NSO 3

National Strategic Objective 3	Strengthened Rural Economies and Communities
Rural and Community Development	In March 2021, the Government launched its new five-year policy for rural development, Our Rural Future 2021-2025. The main objectives of the policy are to help more people to live in rural Ireland, settling in our towns, villages and on the islands and help reverse population decline, to facilitate more people to work in rural Ireland, for rural areas to contribute to, and benefit from, the transition to a low-carbon and more sustainable society and for rural towns to be vibrant hubs for commercial and social activity.



National Strategic Objective 3	Strengthened Rural Economies and Communities
Outdoor Recreation Infrastructure Scheme	In light of the huge potential to develop the economic value of Activity and Recreational Tourism by Local Authorities, State Agencies and communities, the Outdoor Recreation Infrastructure Scheme supports the development and necessary maintenance, enhancement or promotion of outdoor recreational infrastructure. Initiatives funded cover a broad spectrum and range from walking trails to blueways to facilities for outdoor pursuits and adventure activities such as canoeing/kayaking, surfing, and sailing.
Active Travel in Towns and Villages	Whole-of-Government funding of €360 million has been committed to the development of walking and cycling infrastructure all over Ireland, including in towns and villages in more rural areas of the country as well as rural Greenways. In 2021, over €70 million was allocated by the National Transport Authority (NTA) to local authorities outside the Greater Dublin Area (GDA) and the regional cities. This constitutes the first ever major Active Travel investment programme for rural Ireland. The investment in these counties is a sign of the Government’s commitment to the development of a sustainable mobility system which will provide a viable alternative to private car use, where feasible, not only in our major urban centers but across the country.

Table 2-5: National Development Plan - Investment Priorities NSO 4

National Strategic Objective 4	Sustainable Mobility
Active Travel	This NDP represents a step-change in the approach towards funding active travel in Ireland. Over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns, and villages across the country, including Greenways. This investment has a transformative potential to substantially increase the numbers choosing to make active travel part of their daily life, improving personal health and mental well-being, making our city, town, and village centers more vibrant and people focused spaces, and significantly addressing our climate action challenge.

2.3 Smarter Travel: A Sustainable Transport Future 2009-2020

Launched in 2009 and updated most recently in 2022 by the Department of Transport, the Smarter Travel Initiative acts as the national transport policy document for Ireland. One of the main aims of the policy is to develop walking and cycling as viable commuter modes in the short to medium term, with a long-term aim of fostering a lasting walking and cycling culture in Ireland.

2.4 The National Cycle Policy Framework (NCPF) 2009-2020

The NCPF recognises the positive benefits of cycling as a mechanism to improve quality of life for the country's citizens, by way of improved health but also on a broader communal sense, in terms of a reduction in CO2 emissions and increased social integration as people walk and cycle together.



2.5 People, Place and Policy Growing Tourism to 2025

The Department of Transport, Tourism and Sport's policy statement People, Place and Policy Growing Tourism to 2025 outlines the Government's objectives for tourism with a view to increase overseas visitors and revenue and employment. The Policy highlights the importance of sustainable development of tourism and recognises the contribution of facilities for activity-based holidays to Ireland's positive image and attraction as a tourist destination. It supports the development and improvement of physical visitor attractions, visitor infrastructure and facilities for visitor activities, including Greenways.

2.6 Action Plan for Rural Development - Realising our Rural Potential

The Action Plan for Rural Development - Realising our Rural Potential highlights the potential of activity to contribute to economic growth in rural areas, recognising "Outdoor adventure tourism is a key growth sector worldwide and has been identified as a priority for Irish tourism in future years. The development and promotion of this sector provides opportunities for growth, in rural areas in particular by facilitating businesses to leverage the tourism assets in their area in a sustainable way to support recreational activities such as canoeing, cycling, angling and hill walking".

2.7 Strategy for the Future Development of National and Regional Greenways

The publication of the Strategy for the Future Development of National and Regional Greenways aims to support activity tourism in rural areas, which is also identified as an action point in the Action Plan for Rural Development - Realising our Rural Potential. The Strategy seeks to assist in the strategic development of nationally and regionally significant greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for greenway users. The Strategy also seeks to increase the number and geographical spread of greenways to deliver an increase in activity tourism to Ireland and a recreational amenity for domestic visitors and locals, thereby promoting physical activity and contributing to a healthier society. The Strategy aims to provide substantially segregated off-road experience linking places of interest, recreation, and leisure in areas with beautiful scenery and attractions.

2.8 Building for Everyone: A Universal Design Approach - Planning and Policy

This document provides comprehensive best practice guidance on how to design, build and manage spaces so that they can be readily accessed and used by everyone, regardless of age, size, ability, or disability. A policy statement within the document states that inadequacies in transport provision may create barriers that limit individuals and groups from fully participating in a range of activities, such as employment, education, health care and shopping. The loss or lack of mobility can cause isolation and reduce an individual's independence.

2.9 Kildare County Development Plan 2023 - 2029

The Kildare County Development Plan 2023 - 2029 has policy in place to 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.



Chapter 5 - Sustainable Mobility and Transport

5.4 - Sustainable Movement

- *Objective - TM O12:*
"It is an objective of the Council to investigate the feasibility of developing high-quality, suitable, safe and sustainable cycling pathways".
- *Target - TM T1:*
"It is a target of the Council to, as a minimum, reduce the current car-based trips to work from 74% to 50% and the car-based trips to education from 50% to 40% by the end of this plan period".
- *Policy - TM P2:*
"It is the policy of the Council to prioritise and promote the development of high-quality, suitable, safe, and sustainable walking and cycling pathways and facilities, both inter-county and intra-county and within the towns and settlements of Co. Kildare".
- *Objective - TM O24:*
"It is an objective of the Council to implement the greenway and blueway projects that promote walking and cycling".
- *Objective - TM O27:*
"It is an objective of the Council to support the development of the Grand Canal Greenway and all associated infrastructure".

2.10 Sallins Local Area Plan 2016 - 2022

The Sallins Local Area Plan 2016-2022 has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000, as amended. It sets out an overall strategy for the proper planning and sustainable development of Sallins in the context of the Kildare County Development Plan and the Regional Planning Guidelines for the Greater Dublin Area.

Chapter 9 - Enterprise, Industry and Economic Development

9.2 - Tourism Development

- *Objective - TO4:*
"It is an objective of the Council to support the development of green routes in Sallins in accordance with the Greater Dublin Area Cycle Network Plan (2013) published by the National Transport Authority".
- *Objective - PCO7:*
"It is an objective of the Council to improve pedestrian and cycle infrastructure at the following bridge locations; Main Street (Rail), Main Street (Canal), and Osberstown (Canal).".

2.11 Assessment

The provision of the Sallins Greenway Link is considered to be in accordance with the frameworks, initiatives, development plans, and local area plans outlined above.



3. PROJECT DESCRIPTION

3.1 Project Location

This Part VIII proposal is for the construction of the Sallins Greenway Link in Sallins, Co. Kildare. The proposed development is located along the Grand Canal Greenway which is a planned 38.5km walking and cycling facility in Co. Kildare as shown below in Figure 3-1.

The proposed Grand Canal Greenway follows the route of the existing Grand Canal towpath and consists of two phases. Phase 1 stretches from Aylmers Bridge on the Kildare-Dublin border to the proposed pedestrian bridge in Sallins, Co. Kildare. Phase 2 stretches from Sallins to Clonkeen on the Offaly border. Kildare County Council are seeking Part VIII planning approval for the construction of the Sallins Greenway Link to act as a link between Phase 1 and Phase 2 of the Grand Canal Greenway. Phase 1 of the greenway route is currently under construction and is expected to be open to the public in 2024. Phase 2 is currently at the detailed design stage.

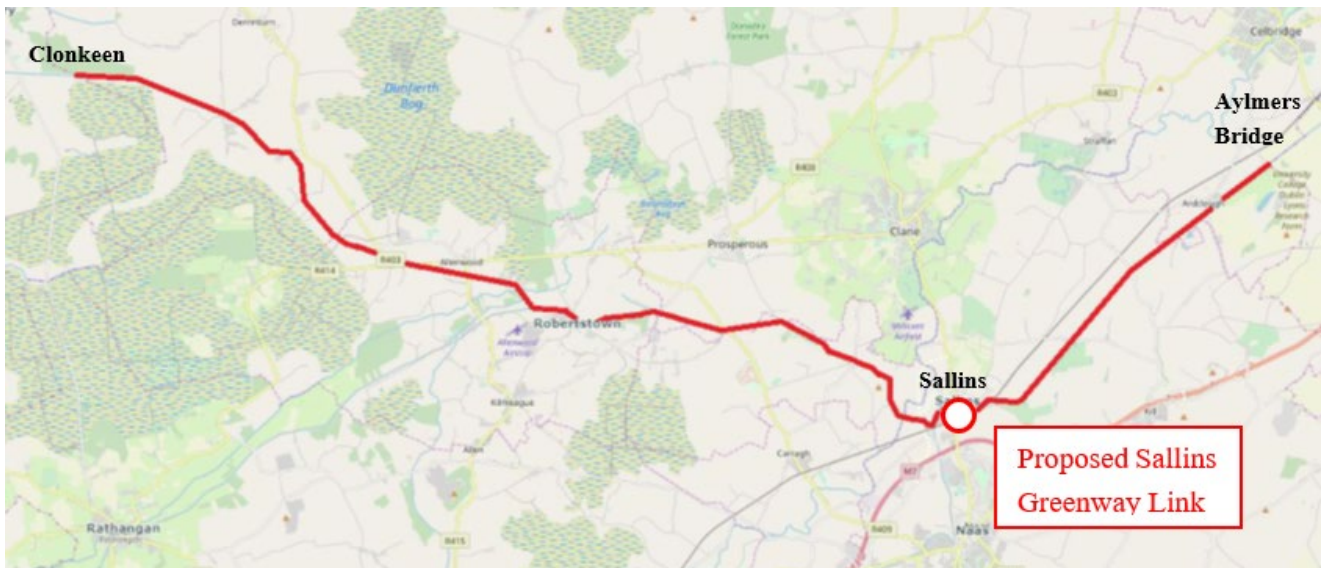


Figure 3-1: Grand Canal Greenway Route

3.2 Existing Conditions

The Sallins Greenway Link will connect Phases 1 and 2 of the Grand Canal Greenway. Phase 1 of the Grand Canal Greenway will terminate at the proposed pedestrian bridge in Sallins, Co. Kildare. Phase 2 will begin on the western edge of Sallins along Osberstown Road. At present, active travel infrastructure is non-existent between these points.

The scheme is located along the R407, Canal View, and Osberstown Road in Sallins. The R407 is a busy regional road running through the town. The R407 is orientated in a north-south direction with one northbound traffic lane and one southbound traffic lane. Existing with-flow cycle lanes are located on either side of the R407 but terminate at the existing road bridge. Canal View and Osberstown Road are local roads which run in an east-west direction. They are lined with existing street parking facilities, and both have one eastbound traffic lane and one westbound traffic lane.



The existing R407-Osberstown road junction is located just north of the existing Sallins road bridge. The existing R407-Canal View junction is located approx. 50m north of the road bridge. An existing one-way vehicle ramp at the Osberstown junction permits traffic to flow from the R407 to Canal View in an eastbound direction only. The junction has recently undergone an upgrade through the construction of pavement buildouts and a raised table. Existing footpaths are generally narrow throughout the scheme area. There are no formal crossing points across the R407 within the scheme area, the nearest is located 160m north of the anticipated desire line of greenway users.

3.3 Project Description

The proposed Sallins Greenway Link will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities. The proposed development also aims to improve greenway user connectivity to the town of Sallins, increasing footfall along Main Street and in central commercial areas. The proposed active travel facilities will also link existing footpaths and cycle lanes along the R407 directly to Sallins GAA grounds and St Laurence's Catholic National School on the southern side of the proposed Sallins pedestrian bridge. The aim of the proposed Sallins Greenway Link is to connect Phases 1 and 2 of the Grand Canal Greenway while also improving active travel permeability in the town of Sallins itself.

3.3.1 Proposed Shared Space and Road Crossing

The Sallins Greenway Link mainly consists of a 4.0m wide shared space running from the proposed Sallins Pedestrian Bridge to Osberstown Road. Where this shared space intersects with the R407 regional road; pavement buildouts, a raised table, and a toucan crossing are proposed. This signalised crossing point will allow greenway users to safely traverse the busy R407, providing an uninterrupted greenway experience. The toucan crossing will be in accordance with KCC standard detail TMC 0002 with kerbside detection provided on either side of the crossing. 1no. 7m high double head signal pole will be provided as the primary pole to improve driver visibility on the southern approach where the existing humpback bridge reduces sightlines.

The proposed raised table will highlight pedestrian and cyclist priority, while the pavement buildouts, change in surfacing, and 6.0m wide roadway will act as traffic calming features to encourage slower vehicle speeds. The wide pavement buildouts and proposed planting will also create a public realm area in the middle of Sallins. Appropriate warning signage, directional signage, and road markings will be provided to aid navigation of the proposed crossing point for greenway and road users alike.

The greenway link is not exclusively for greenway users and will also improve active travel permeability in Sallins. Existing cycle lanes along the R407 will tie-in with the shared space and road crossing facilities, linking businesses and housing estates north of the Grand Canal with the greenway, the Sallins GAA grounds, and St Laurence's Catholic National School. Appropriate tactile paving will be provided where the shared space splits into dedicated footpaths and cycle lanes to aid vulnerable road users.

3.3.2 Proposed Pedestrian Ramp and Retaining Walls

The existing vehicle ramp will be replaced with a pedestrian ramp of smaller footprint which will bring greenway users from Canal View to the crossing point on the R407. The proposed ramp will be in accordance with universal access guidelines. The smaller footprint of the proposed ramp creates space along Canal View, allowing for the widening of the existing footpath outside the Lock 13 Pub. Bike parking facilities are proposed where the existing footpath is widened. Vehicles which previously used the existing ramp can access Canal View via the junctions further north. Swept path analysis has been conducted at these junctions as per KCC guidance.



Concrete upstands and guardrails at the pedestrian only ramp will be sourced to match existing. Where possible, existing upstands and guardrails will be retained to blend the proposed ramp seamlessly into the surrounding structure. The proposed ramp will require the construction of 2no. reinforced concrete retaining walls. The proposed retaining walls will be backfilled with suitable fill material and geotextiles. A masonry finish will be applied to the external surface of the proposed retaining walls to match the existing structure. Existing retaining walls and fill material, which surround the proposed structure, will be retained if deemed suitable following investigation works. The proposed ramp and retaining walls will utilise materials which match existing as to maintain the character of the existing structure.

Traffic bollards will be provided on approach to the proposed pedestrian ramp and at all raised table crossing points to prevent accidental vehicular access. At the Sallins Pedestrian Bridge, 'Pencil Bollards' will be provided to highlight the presence of school children.

3.3.3 General Upgrade Works

The permanent extinguishment of the canal ramp on the southern side of the Grand Canal is proposed to facilitate the implementation of safe active travel infrastructure throughout the village, remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles, and allow the enhancement of the public realm environment for the village community. The temporary closure of the western end of Church Avenue will also be made permanent to prevent vehicle access to the R407.

Existing footpaths, dropped kerbs, and tactile paving within the development boundary will be repaired where necessary. Access routes to local businesses, houses, and the Grand Canal jetty have been retained in the proposed scheme layouts. Existing utilities chambers and poles will be relocated, or their levels adjusted subject to providers agreement. Parking spaces will be removed along Canal View and Osberstown Road to facilitate the wide shared space. 22no. parking spaces along Canal View and Osberstown Road will be retained.

3.4 Local Residents and Adjacent Properties

Access to properties adjacent to the site shall be maintained through the construction process. A swept path analysis has been carried out to ensure that the larger vehicles will be able to navigate the R407-Osberstown junction at the proposed raised table crossing point. Similarly, a swept path analysis was carried out to ensure larger vehicles will be able to navigate the proposed corner layout outside the Lock 13 Pub where the road has been realigned slightly due to the removal of the existing vehicle ramp and widening of the existing footpath on the north side of Canal View.

During construction the contractor shall comply with the recommendations of BS 5228: Code of Practice for Noise Control on Construction and Open Sites to ensure construction related noise which may affect local residents is minimised.

3.5 Public Lighting

A detailed public lighting design shall be prepared for the project as part of the detailed design phase. Public lighting shall be provided in accordance with the recommendations of BS5489 Part 1, Lighting of Roads and Public Amenity Areas and BS EN 13201:2003.

All lighting designs shall be in accordance with the Kildare County Council Public Lighting Specification. Detailed plans and lighting report shall be submitted for approval in advance of construction.



3.6 Services

Existing utilities infrastructure has been identified within the scheme boundary. In consultation with utility providers, this infrastructure shall be protected in place or diverted to facilitate the proposed works.

3.7 Architectural Heritage

Based on a desktop review, several historical structures have been identified within the scheme boundary:

- Sallins Bridge is listed in the National Inventory of Architectural heritage (NIAH). Sallins Bridge is a single-arch cut-stone humpback road bridge that traverses the Grand Canal, built circa 1870. The categories of special interest listed in the NIAH include architectural, historical, social, and technical.
- There are several houses and outhouses in the area that are listed in the NIAH. These structures are of architectural, historical, and social interest.
- There is a free-standing cast-iron water hydrant, built circa 1880, within the scheme boundary. The water hydrant is listed in the NIAH and its categories of special interest include architectural, historical, social, and technical.

Care has been taken to ensure that proposed works within the scheme boundary will not affect the structures of special interest listed above.

3.8 Environment

An Appropriate Assessment Screening was carried out which determined that no significant effects are envisaged by the proposed works. The works are minor and are to be carried out on pre-existing urban areas, thus minimising the potential impacts on the environment. Any European Sites in proximity of the proposed works were further assessed and it was found that the Sites were not at risk of impact. The results of the Appropriate Assessment Screening accompany this report.

3.9 Drainage and Flooding

No changes to existing hydrology are expected. The existing drainage system and all road gulleys within the scheme boundary are to be retained. Where the existing vehicle ramp is to be removed and replaced with a pedestrian only ramp of smaller footprint, 1no. road gully is to be relocated to the new kerbline.



4. METHODOLOGY FOR CONSTRUCTION

An outline Construction and Environmental Management Plan (OCEMP) will be prepared for the proposed works. The OCEMP will provide particular focus and detail on how the proposed works will negate any impact on the local environment. The OCEMP shall also take into consideration and align with the findings of both the EIA and AA Screening. Furthermore, the OCEMP shall set out the design rationale for the proposed works, access details, environmental management (i.e. provision of an Ecological Clerk of Works and the development and implementation of an Environmental Management Plan) and construction methodology.

The preparation and implementation of a detailed Construction Management Plan and Environmental Management Plan shall be the responsibility of the contractor and will be reviewed by the project ecologist at the preconstruction stage. This will include method statements for all construction works, environmental management, and supervision.

It is expected that the construction sequence will take place as follows:

1. Utility Services: location, diversion, and protection of existing services;
2. Site Clearance;
3. Demolition of Existing Ramp: disposal of unsuitable material off-site and storage of existing masonry and guardrails to be re-used;
4. Construction of Proposed Ramp: construction of retaining walls, backfilling with suitable fill material and geotextiles, compaction of fill material, installation of concrete upstands and guardrails, masonry to external retaining wall surfaces, and ramp surfacing;
5. Kerbs: installation of all kerbs and tactile paving to allow universal access;
6. Pavement: construction of pavement buildouts, footpaths, and shared surfaces;
7. Landscaping: top soiling and planting of green areas;
8. Road Crossing: construction of raised table and installation of traffic signals and toucan crossing infrastructure, and;
9. Ancillary Works: installation of signage, road markings, public lighting, bike parking facilities, and bollards.



5. HEALTH AND SAFETY

5.1 Safety during Construction - Traffic Management

The construction of the proposed facility is to be executed using appropriate traffic management procedures. The PSCS appointed to the project will be required to develop a traffic management plan to ensure access and egress for construction activities are managed in line with best practise. An independent Road Safety audit shall be carried out on the contractors traffic management plans. A Swept path analysis has been carried out to ensure that the larger vehicles will be able to navigate the site.

5.2 Safety during Construction - Earthworks

The risk of burial in earthfalls has been identified in relation to the works. The PSCS will be required to put in place safe systems for the management and control of these risks in compliance with the current Construction Regulations and best practise guidance.

5.3 Safety during Construction - Underground Services

Underground services have been identified within the scheme boundary. The PSCS will verify the location of all services on site and liaise with the relevant service owner to ensure the service is adequately protected from damage during the works.

5.4 Safety in Use - Inspection and Maintenance

The as built records and Maintenance Manual shall highlight the requirements for inspection and maintenance.

5.5 Safety in Use - Traffic Management

It is proposed that 2no. ramps be closed to vehicular traffic as part of this scheme. The ramps which connect the R407 to Canal View and Church Avenue respectively will be closed to vehicle traffic to remove dangerous conflict collision zones between vulnerable road users and motorised vehicles. Pedestrian and cycle traffic will still be able to utilise these access routes once the proposed ramp is operational.

A raised speed table and signalised toucan crossing will allow greenway users to safely traverse the busy R407, providing an uninterrupted greenway experience. The proposed raised table will highlight pedestrian and cyclist priority, while tighter junction radii, pavement buildouts, changes in surfacing, and 6.0m wide roadways will act as traffic calming features to encourage slower vehicle speeds on approach. Proposed warning signage, tactile paving, road markings, and bollards will further reduce the speed of cyclists and vehicles on all approaches to the crossing point. Slower approach speeds will reduce the risk of collision. Wide pavement buildouts on either side of the crossing have been provided to ensure that all users, including cyclists towing bike trailers, have adequate space to wait until it is safe to cross the R407. Bollards have been proposed to remove desire lines and funnel greenway users, school children and local residents to the wide toucan crossing.

4.0m wide shared spaces have been proposed along Canal View and Osberstown Road for cyclists and pedestrians. Providing cyclists with a grade separated facility will reduce conflict with road traffic. Appropriate tactile paving and road markings will be provided to identify pedestrian, cyclist, and shared spaces. Public lighting shall be provided to ensure visibility is adequate throughout the scheme.



In line with the recommendations of TII standard GE-STY-01024, a combined Stage 1&2 Road Safety Audit shall be carried out by an independent Road Safety Audit team. All recommendations of the audit shall be incorporated into the design in advance of construction. A Stage 3 Road Safety Audit shall also be carried out in advance of the opening of the scheme in line with TII recommendations.



6. ASSESSMENT AND CONCLUSION

Kildare County Council are undertaking a process of development along the Grand Canal towpath. The proposed Grand Canal Greenway through Kildare is a 38.5km walking and cycling facility running along the Grand Canal towpath. It is intended that the Grand Canal Greenway will eventually extend from Grand Canal Dock in Dublin to Shannon Harbour and that it will become an international greenway of significance capturing the essence of rural Ireland. This will promote Kildare as a tourist destination and provide opportunities for new visitor growth as well as providing linkage between communities.

The Grand Canal Greenway Kildare consists of two phases. Phase 1 stretches from Aylmers Bridge on the Kildare-Dublin border to Sallins, Co. Kildare. Phase 2 stretches from Sallins to Clonkeen on the Offaly border. Phase 1 is currently under construction while Phase 2 is at the design stage. The Sallins Greenway Link has been proposed to connect Phase 1 and Phase 2 as active travel infrastructure between these points is severely limited.

Overall, the purpose of this report and its accompanying documents is to demonstrate the proposals suitability and conformity to planning policy in effect at the time of writing, while also highlighting the steps to be taken to ensure that the proposed works are carried out with the highest concern for both safety and the environment. The proposed Sallins Greenway Link is an important element in the overall Grand Canal Greenway project, and it will provide an uninterrupted greenway experience for users and significant active travel and commercial benefits to the local area. The proposals set out are considered to be in agreement with the development plans and objectives set out by Kildare County Council and the relevant townlands.



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