



Comhairle Contae Chill Dara
Kildare County Council

Kildare County Council
Proposed Traffic Calming Measures
Section 38: Road Traffic Act 1994

SCOIL MOCHUA, CELBRIDGE
SAFE ROUTES TO SCHOOL SCHEME

Report on Submissions



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Kildare County Council

Ref No.	From	Submission	Response
KCC-C375-1	Submitted: 13th May 2025 at 10:50am	Road Safety and Road Design Comments Some comments on the proposed scheme below. 1. Some existing signage will need to be amended from Speed Bump sign to Crossing Ahead sign 2. The opportunity to improve the skew of the Scoil Mochu car park access should be taken to improve drivers visibility of crossing and place drivers perpendicular to the main road for improved visibility 3. The proposed junction radii reduction on development access junctions (Ballygoran View, Ash Grove, etc) appear small and may lead to large vehicle overrunning the kerb, radii of 4.5m to 6m should be provided 4. Clear existing desire lines through Willowbrook Green haven't been considered to be provided with footpaths, Castlewellan Park towards the Playground and along the north the Playground to Aghards Road	Submission Noted. 1) Proposed signage will be further examined as part of the detailed design. 2) Works would be required on school lands to further improve the junction at the staff entrance school car park. These works are outside the scope of this scheme. 3) A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles was carried out for all junctions. 4) Based on submissions received, a new link from Castlewellan Park towards the rear of the school will be examined. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. There are existing permeability links from Willowbrook Park to the front and rear of the school. In relation to a permeability link along the north of the playground towards Aghards Road, this was discussed with the school but not progressed.



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Ref No.	From	Submission	Response
KCC-C375-2	Submitted: 20th May 2025 at 10:34am	Scoil Mochua Safe Routes to School Scheme <i>Construction of a 2m wide tarmacadam pathway linking existing footpaths at the back of the school near Ash Grove and Castlewellan park.</i> I object to this aspect of the otherwise positive development on safety grounds. The proposed design/location for the footpath according to the proposed plans represent an increased risk to parents and children approaching the school from the rear. As currently designed, the new pathway diverts parents and children into or directly adjacent to the roadway at Ash Grove rather than taking a direct line from Castlewellan park. The proposed design does not comply with best practice as described by the Safe Routes to School Design Guide1. It also represents a hazard of placing small children, parents with buggies and cars in a poorly segregated or differentiated space. I am seriously concerned that this design would create or increase a risk to small children on their way to school. A safer, segregated, shorter, and presumably cheaper solution is proposed. Suggested alternative: An existing path has already been adopted by parents across the green in front of Ash Grove. This takes a direct line from the Castlewellan pathway towards the school, connecting the two existing tarmacadam paths. A superior, segregated and safer suggestion would be	Based on submissions received, as part of this scheme, a new link from Castlewellan Park towards the rear of the school will be examined. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. This will be explored separately to the Safe Routes to School scheme.



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to convert the existing “desire path” to a tarmacadam pathway linking existing footpaths at the back of the school near Ash Grove and Castlewellan park. This would be safer as would create a green “buffer” between pedestrians and traffic (the existing “no-mow” daffodil area of the green). An additional advantage would be that this route is already used by parents, it would be slightly more direct, shorter and presumably cheaper.



Fig 1 Suggested improvement to Ash Grove & Ashgrove School

The resident proposal (in addition to being safer) better complies with concepts of improved permeability between Ash Grove and Castlewellan with the Scoil Mochua, it also provides improved (greener/sensory) pedestrian environment in line with the pedestrian focus promoted in the latest Design manual for Roads and Streets (DMURS)¹

2. Junction tightening at Ash Grove entrance.



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		Access to Ash grove is already problematic for service vehicles. For example, bin lorries from Thornton's or Bord na Mona have to reverse vehicles through the existing entrance to service Ash grove. Likewise in the period before Halloween, Ash grove is frequently used by Fire service vehicles to tackle unofficial bonfires created on the green. Has there been consultation with service providers regarding the design? Can residents be reassured that tightening will not disrupt ease of large vehicle access? This is especially important as parents on the school run often illegally park on or close to this junction. Combined with tightening this proposal would potentially impede access for service and emergency vehicles Suggested improvement. A compromise would be to 1) Provide a yellow box protection on Aghards road in front of Ash grove, as has been introduced for Castlewellan Park; 2) Enforce no parking at/near Aghards Rd/Ash grove junction to avoid exacerbating the difficulty of access. 1. <i>Safe Routes to School Design Guide v 1.2. 2022. Department of Transport. Ireland.</i> 2. <i>Design Manual for Urban Roads and Streets. Revision 2. 2019. Department of Transport and the Department of Housing, Local Government and Heritage. See also DMURS Advice Note 2 on Materials and Specifications (Version 2.0.) Ireland.</i>	A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles was carried out for all junctions. The works proposed at this junction will slow down vehicular traffic and will provide a safer junction for all vulnerable road users. In addition and in relation to the Ash Grove residential estate a yellow box will be provided on Aghard's Road at the entrance to the estate. Following the implementation of the scheme, the junction will be monitored to assess and determine whether any future interventions are required to deter parking that may cause access issues at this junction. In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will highlight the presence of the informal Park & Stride location at Aldi.
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KCC-C375-3	Submitted: 20th May 2025 at 10:59pm	Traffic Have the council tested driving an emergency vehicle or bin lorry into Ballygoran estate with the reduced road opening? Large vehicles turning into the estate will have to wait until there is no traffic leaving the estate so that they have ample room to get the vehicle turned. If the plan does go ahead will KCC maintain the ramp which large vehicles will damage turning into the estate	A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles was carried out for all junctions within the scheme. The works proposed at this junction will slow down vehicular traffic and will provide a safer junction for all vulnerable road users.	
KCC-C375-4	Submitted: 20th May 2025 at 10:56am	Scoil Mochua Safe Routes to School Scheme <i>Construction of a 2m wide tarmacadam pathway linking existing footpaths at the back of the school near Ash Grove and Castlewellan park.</i> I object to this aspect of the otherwise positive development on safety grounds. The proposed design/location for the footpath according to the proposed plans represent an increased risk to parents and children approaching the school from the rear. As currently designed, the new pathway diverts parents and children into or directly adjacent to the roadway at Ash Grove rather than taking a direct line from Castlewellan park. The proposed design does not comply with best practice as described by the Safe Routes to School Design Guide1. It also represents a hazard of placing small	Same submission as KCC-C375-2, see response above.	



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		children, parents with buggies and cars in a poorly segregated or differentiated space. I am seriously concerned that this design would create or increase a risk to small children on their way to school. A safer, segregated, shorter, and presumably cheaper solution is proposed. Suggested alternative: An existing path has already been adopted by parents across the green in front of Ash Grove. This takes a direct line from the Castlewella pathway towards the school, connecting the two existing tarmacadam paths. A superior, segregated and safer suggestion would be to convert the existing "desire path" to a tarmacadam pathway linking existing footpaths at the back of the school near Ash Grove and Castlewella park. This would be safer as would create a green "buffer" between pedestrians and traffic (the existing "no-mow" daffodil area of the green). An additional advantage would be that this route is already used by parents, it would be slightly more direct, shorter and presumably cheaper. The resident proposal (in addition to being safer) better complies with concepts of improved permeability between Ash Grove and Castlewella with the Scoil Mochua, it also provides improved (greener/sensory) pedestrian environment in line with the pedestrian focus promoted in the latest Design manual for Roads and Streets (DMURS)¹	
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	2. Junction tightening at Ash grove entrance. Access to Ash grove is already problematic for service vehicles. For example, bin lorries from Thorntons or Bord na Mona have to reverse vehicles through the existing entrance to service Ash grove. Likewise in the period before Halloween, Ash grove is frequently used by Fire service vehicles to tackle unofficial bonfires created on the green. Has there been consultation with service providers regarding the design? Can residents be reassured that tightening will not disrupt ease of large vehicle access? This is especially important as parents on the school run often illegally park on or close to this junction. Combined with tightening this proposal would potentially impede access for service and emergency vehicles Suggested improvement. A compromise would be to 1) Provide a yellow box protection on Aghards road in front of Ash grove, as has been introduced for Castlewellan Park; 2) Enforce no parking at/hear Aghards Rd/Ash grove junction to avoid exacerbating the difficulty of access. 1. <i>Safe Routes to School Design Guide v 1.2. 2022. Department of Transport. Ireland.</i> 2. <i>Design Manual for Urban Roads and Streets. Revision 2. 2019. Department of Transport and the Department of Housing, Local Government and Heritage. See also DMURS Advice Note 2 on Materials and Specifications (Version 2.0.) Ireland.</i>	
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KCC-C375-5	Submitted: 26th May 2025 at 10:12am	Scoil Mochua, SRTS Hi there, This is a submission in my personal capacity and as a resident of Celbridge. I am broadly supportive of the proposals and hope these will be built on site this year. Some comments on the design: -A number of raised junction treatments are proposed along the side roads. Can an additional one be placed at the entrance to Willowbrook Park to south also? This is a relatively wide junction and visibility for children crossing here isn't great. I've observed vehicles exiting here at speed so worth considering. This is also the entrance to the park area and adjacent to playground so worth adding. -I presume there's a budget limit to what can be done but I would consider adding similar raised crossings at other junctions in area, particularly along Shackleton Road. This is a hive of activity in morning with students, pupils and parents walking and cycling to the schools such as Scoil na Mainintractht. In order of priority, please adding this to junctions at Vanessa Lawns, The Avenue, Oldtown Road , and Castle Villas.	Support for the scheme is welcomed. Junction tightening at the Willowbrook Park residential estate entrance is outside the scope of this scheme. However this junction is being considered as part of future works in the area. Interventions at the Shackleton Road/Aghards Road junction entrance is outside the scope of this scheme. However this junction is being considered as part of future works in the area. In relation to the other junctions referred to in the submission, they are outside the scope of this scheme but will be assessed and considered as part of future works in the area.
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		-Related to above, are there any plans to upgrade the Aghards Road/Shackelton Road junction? There is only one pedestrian crossing to the east but people cross at various points here (not just at the crossing) so worth considering full upgrade here at some point. There was a fatality between a cyclists and bin truck near this junction about 3 years ago so worth investigating at least. -There's an advisory cycle lane both north and south of the school zone site. Will this be retained in the road markings? This road is also used by many cyclists in morning particularly pupils going to secondary school in north. Thanks	Interventions at the Shackleton Road/Aghards Road junction entrance is outside the scope of this scheme. However this junction is being considered as part of future works in the area. The advisory cycle lane both north and south of Scoil Mochua on the Aghards Road will be retained.	
KCC-C375-6	Submitted: 28th May 2025 at 09:00am	Safe Route to School Scheme Celbridge Scoil Mochua		



Support for the scheme is welcomed.

Based on submissions received as part of this scheme, a new link from Castlewells Park towards the rear of the school will be explored. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. This will be explored separately to the Safe Routes to School scheme.

In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will highlight the presence of the informal Park & Stride location at Aldi.

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	We are writing as residents of Ash Grove, Celbridge, to express our objections and concerns regarding the proposed measures outlined under the Safe Routes to School Scheme for Scoil Mochua, particularly those relating to the installation of a 2m wide tarmacadam permeability pathway from Castlewellan Park through Ash Grove to the school. While we fully support efforts to improve safety for school children and promote active travel, the current proposals raise several critical issues for our estate that we believe require immediate reconsideration: Increased Traffic, Congestion and Double Parking Ash Grove already suffers from heavy congestion during school drop-off and pick-up times, with frequent double parking and restricted resident access. The proposed new footpath along the edge of the green will almost certainly encourage parents to mount the kerb and park partially on the footpath. This will create daily chaos for residents attempting to access their homes and will increase the risk to pedestrians and children. Preferable Alternative Path Location Should the Council decide to proceed with a tarmacadam pathway, we strongly urge that the existing foot-worn diagonal path through the green be used instead of the proposed new path along the	Based on submissions received as part of this scheme, a new link from Castlewellan Park towards the rear of the school will be explored. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. This will be explored separately to the Safe Routes to School scheme. In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will highlight the presence of the informal Park & Stride location at Aldi.
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	road edge. This naturally established route is already used by pedestrians and cyclists and would provide an effective solution without encouraging dangerous parking behaviours. It is a more logical location for a formal pathway, as it aligns with existing pedestrian traffic and reduces interference with vehicular access. Preservation of Green Space and Visual Harmony The green in Ash Grove is a cherished open space for the community and contributes significantly to the visual and environmental quality of the area. Currently, the view from many homes looks directly onto dense housing, especially toward Castlewellan Park. Enhancing the green with trees and landscaping would soften this harsh visual aspect and increase biodiversity. If any infrastructure is to be introduced, it should be done with sensitivity to the overall visual harmony of the area. A single well-placed path along the naturally worn trail, paired with added greenery, would better serve the community than multiple intrusive changes. Disruption to Residents and Lack of Parking Solutions Removing the parking layby on Aghards Road, without alternatives, will push even more cars into our estate. Many parents already park outside homes and across driveways. This proposal will only worsen an already disruptive situation.	The lands referred to in the submission are not in the ownership of Kildare County Council. In relation to the removal of the parking layby on Aghards Road, this is required to provide a wider footpath and a safer facility for school children and parents to walk or cycle to school instead of driving. Currently this location has many potential conflicts for vulnerable road users, the measures proposed under this
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			scheme seeks to improve the safety for all road users. Measures proposed under this Safe Routes to School Scheme are in line with national policy. Notification of public consultation has taken place with residents via a letter drop, adverts in local newspapers, posts on social media and a 4-week consultation where members of the public can make submissions. A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles was carried out for all junctions. The works proposed at this junction will slow down vehicular traffic and will provide a safer junction for all vulnerable road users. In addition and in relation to the Ash Grove residential estate a yellow box will be provided on Aghard's Road at the entrance to the estate.
	Lack of Resident Consultation Residents have not been properly consulted on a proposal that will directly impact our daily lives. We urge Kildare County Council to meaningfully engage with the local community to find a solution that benefits both school users and residents. Unnecessary Junction Narrowing and Unsupervised Crossing The proposal to narrow the entrance into Ash Grove from Aghards Road is of serious concern to residents. This change has the potential to create a bottleneck situation at the estate entrance, significantly slowing down traffic flow. At present, it is already extremely difficult for residents to exit the estate during peak school times — particularly in the mornings and afternoons — as traffic is frequently backed up along the full length of Aghards Road. Introducing a narrowed entrance and an unsupervised pedestrian crossing at this already congested junction will not only worsen delays but also significantly increase the risk of accidents, with		



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		cars attempting to enter and exit simultaneously. The proposed changes are therefore both unnecessary and unsafe, and they are not supported by residents. We respectfully request that Kildare County Council: • Reconsider the current location of the proposed tarmacadam path and instead upgrade the existing foot-worn diagonal path across the green. • Introduce enforceable measures to manage school-time traffic and parking. • Preserve and enhance the green space with tree planting or other visual landscaping. • Engage in further consultation with local residents before implementing changes. Thank you for your attention to this matter. We welcome further discussion to find a balanced, community-focused solution.	Following the implementation of the scheme, the junction will be monitored to assess and determine whether any future interventions are required to deter parking that may cause access issues at this junction. In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will highlight the presence of the informal Park & Stride location at Aldi.	
KCC-C375-8	Irish Cycling Campaign Submitted: 28th May 2025 at 7:14pm	Irish Cycling Campaign Comment on Scheme Proposal The Irish Cycling Campaign (formerly Cyclist.ie), the Irish Cycling Advocacy Network-ICAN), is the national cycling advocacy body with membership from cycling advocacy groups, greenway groups and bike festivals on the island of Ireland. We are the Irish member of		



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		the European Cyclists' Federation. Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking. Any improvements to make areas in front of schools safer are warmly welcomed by the Irish Cycling Campaign (ICC). There are a number of positive safety features proposed as part of this front of school improvement, including: - The new school zone markings - The narrowing of side road junction exits onto Aghards Road - The widening of the footpath in places - A new path area in the Ashgrove estate to facilitate walking and cycling through the existing rear school entrance However, we are unclear if the existing nonmandatory cycle lanes are to be removed as part of this scheme? The present bike lanes give very limited protection for cyclists along this relatively busy bus route and link road. Any diminution in this level of protection would be a negative, We recommend that 'before and after' surveys be carried out prior to any development of this proposed scheme. These surveys should be used to determine what, if any, effects the front of school zone and the proposed improvements have on vehicle behaviour, in	Support for the scheme is welcomed. The existing advisory cycle lane on Aghards Road will be retained. KCC are currently discussing the need for 'before and after' surveys with the NTA.
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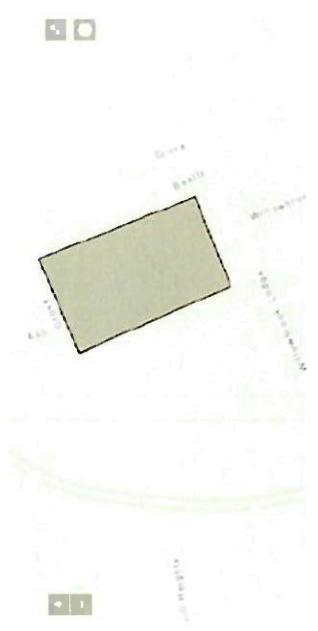


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		particular random and illegal parking and vehicle speeding. We also recommend the consideration of a reduced speed limit to 30kph along this section of roadway, in line with agreed speed limit legislation.	The reduction in speed limit is subject to a county wide review of speed limits and is subject to a statutory process.
KCC-C375-9	Scoil Mochua Submitted: 29th May 2025 at 3.18pm	Location of Tarmacadam Pathway Linking Existing Footpaths To whom this may concern, The location of the tarmacadam pathway is of great importance to our school. We use the current green space as a pitch as it is the only green space safely accessible to the school. During dry weather the green space is used for GAA competitions, rugby training, GAA training, sports days, weekly P.E. lessons and other outdoor activities to enhance physical and mental well-being for the 660 pupils attending Scoil Mochua. The current green space is bounded by slopes on the south and south east section of the green which is used as a wildflower space. Additionally, there is an embankment on the lower south west section of the green. We would greatly appreciate the footpath being constructed in the very north section of the green, inside the wildflower section (approximately 2 metres south of current location on drawing no. 003). We believe this would be safer for the children using	Submission noted re the positioning of the permeability link in the green space at the rear of the school. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. This will be explored separately to the Safe Routes to School scheme.



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KCC-C375-10	Ballygoran Residents Association Submitted: 29 th May 2025 at 4.06pm	the path and the school would still benefit from a green field for exercise. Kind regards, Scoil Mochua 	
		Concerns re Sec 38 proposal We are writing to formally object to the proposed traffic calming measures outlined under Section 38 of the Road Traffic Act 1994, specifically those planned for the vicinity of Scoil Mochua, and the entrance to Ballygoran, Celbridge. While we fully support initiatives that enhance safety for schoolchildren and other vulnerable road users, we are concerned about the proposed measures—particularly the junction tightening. We feel this may significantly hinder the ability of emergency vehicles such as ambulances and fire engines to access the area/estates efficiently. The narrowing of junctions can severely restrict the turning radius and manoeuvrability required by large	A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles (including emergency vehicles) was carried out for all junctions. The works proposed at this junction will slow down vehicular traffic and will provide a safer junction for all vulnerable road users.



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		emergency vehicles. In emergency situations, delays of even a few seconds can have life-threatening consequences. The proposed changes may also obstruct clear access routes, especially during peak school hours when traffic congestion is already high. We also feel that with the tighter turning entrance that lorries will mount the path and damage the communal areas/kerbs or even worse, potentially hit a pedestrian. We also have concerns that the resulting damage to the kerbs and ramp will not be addressed in a timely and satisfactory manner by the council as we have seen already in areas of our estate where we have looked for repairs to broken kerbs. These areas of damage will also pose a risk to pedestrians and kids cycling to school. We urge the Council to conduct a thorough assessment of emergency vehicle access in collaboration with local fire and ambulance services before proceeding with these measures. Ensuring that emergency services can respond swiftly and without obstruction must remain a top priority in any road safety scheme. Thank you for considering this objection.	In addition and in relation to the Ash Grove residential estate a yellow box will be provided on Aghard's Road at the entrance to the estate.
KCC-C375-11	Submitted: 29th May 2025 at 4.50pm	Traffic to Ash Grove Senior Executive Officer, Ash Grove is a small residential estate built approximately 30 years ago. Ash Grove was never intended as an access route or parking facility for school traffic. There was always a	



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	small level of school cars that parked for a short period when leaving and collecting children from the school. However the amount of cars parking in the Ash Grove estate has increased to a level that is effecting everyone's safety since the opening of the back gate as a school entry point in the last 5 years without any consultation with the residents of Ash Grove. Regarding the proposed build out to tighten the junction radius. There is currently no yellow box at the entrance to Ash Grove Estate which is vital to allow exit of all traffic from this estate to the Aghards Road which in itself has become a busy road. My concern/observation regarding the build out of the junction is that the radius is sufficient to all safe entrance and exit for Ambulances, Fire Brigades Refuse Trucks etc. There have been instances of school traffic parking at the entrance to the junction which reduces the entry and exit of cars. Possible double yellow lines would address this. Proposed 2m tarmacadam pathway on the green linking existing footpaths. Its current proposed location will not be used. In my opinion there is a natural pathway from the Aghards Road to the back gate school entry point situated between the playground and the back perimeter of the school.	A junction radii of 4.5m will be adopted for all side junctions where junction tightening is proposed. This is in accordance with best practice guidance, Design Manual for Urban Roads and Streets (DMURS). In addition, a swept path analysis with suitably sized vehicles (including emergency vehicles) was carried out for all junctions. The works proposed at this junction will slow down vehicular traffic and will provide a safer junction for all vulnerable road users. In addition and in relation to the Ash Grove residential estate a yellow box will be provided on Aghard's Road at the entrance to the estate. Following the implementation of the scheme, the junction will be monitored to assess and determine whether any future interventions are required to deter parking that may cause access issues at this junction.
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		In addition, following completion of the scheme, KCC will prepare a leaflet which will be circulated via the school to the parents of children attending the school. The leaflet will highlight the presence of the informal Park & Stride location at Aldi. In relation to the proposed permeability link in the green area at the back of the school, based on submissions received, a new link from Castlewellan Park towards the rear of the school will be examined. Kildare County Council will contact the owner of these lands re the possible inclusion of a permeability link in this green space area. This will be explored separately to the Safe Routes to School scheme.
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Appendix A: