

**Report to the Council Members on the proposed
Killincarrig Village Enhancement Scheme**

November 2023

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1. Introduction

This report summarises the feedback received from the public consultation process in relation to the proposed Killincarrig Village Enhancement Scheme.

The period of public consultation was conducted between Wednesday 9th August and Friday 22nd September 2023, with the intention of obtaining the views of the public and interested parties on all design aspects of the Scheme.

This report on public consultation is structured as follows:

1. **Introduction** – Introduction to the report and background to the Scheme;
2. **Summary of Submission Categories** – Provides a breakdown of the types of submissions received.
3. **Summary of Submissions and Responses** – A summary of the submissions is provided sub-categorised by type of issue raised, followed by a response;
4. **Conclusions** – Conclusions identified from the consultation process are summarised;
5. **Planning, Development & Environment Conclusions** by Memo dated 12.09.23
6. **Next Steps** – The next steps to the process are identified.

1.1 Background to the Scheme

Killincarrig Village has been a settlement for many centuries and even pre-dates Greystones Village. There has been significant development in the surrounding area over the years and that development is still ongoing. The Village centre itself is on a busy Regional Road and there have been numerous concerns raised in relation to hazardous traffic and other safety issues in the village.

The Killincarrig Village Enhancement Scheme aims to improve safety in the village while also providing a sense of place, character and individual identity. This will be achieved through the introduction of measures to reduce vehicle speeds, improve the public realm and provide a safer, more welcoming environment for vulnerable road users.

The proposed scheme includes for signalised junction, new footpaths, new zebra crossing, improved junction layouts, improved footpaths, cycle climbing lane, loading bay in front of commercial properties and realignment of road carriageway.

The scheme will provide enhanced pedestrian and cyclist facilities as well as calmed traffic speeds.

The scheme includes the following main elements:

- A signalised junction at intersection of the R761 Lower Kindlestown Road with the L5222 Castle Villas and related pedestrian crossing facilities.
- A new footpath along the east side of the R761 Lower Kindlestown Road to link the isolated properties on the north west end of the village.
- A new zebra crossing on the R761 Lower Kindlestown Road at the northern side of the village to provide a crossing point near to the pedestrian route to Greystones town centre.
- Improved junction Layouts to existing junctions along the R761 as well as the Castle Villas/Carrig Villas junction.
- Improved footpath facilities.
- A cycle climbing lane on the R761 Lower Kindlestown Road northbound from the Killincarrig Cross roundabouts.

- Realignment of road carriageway.

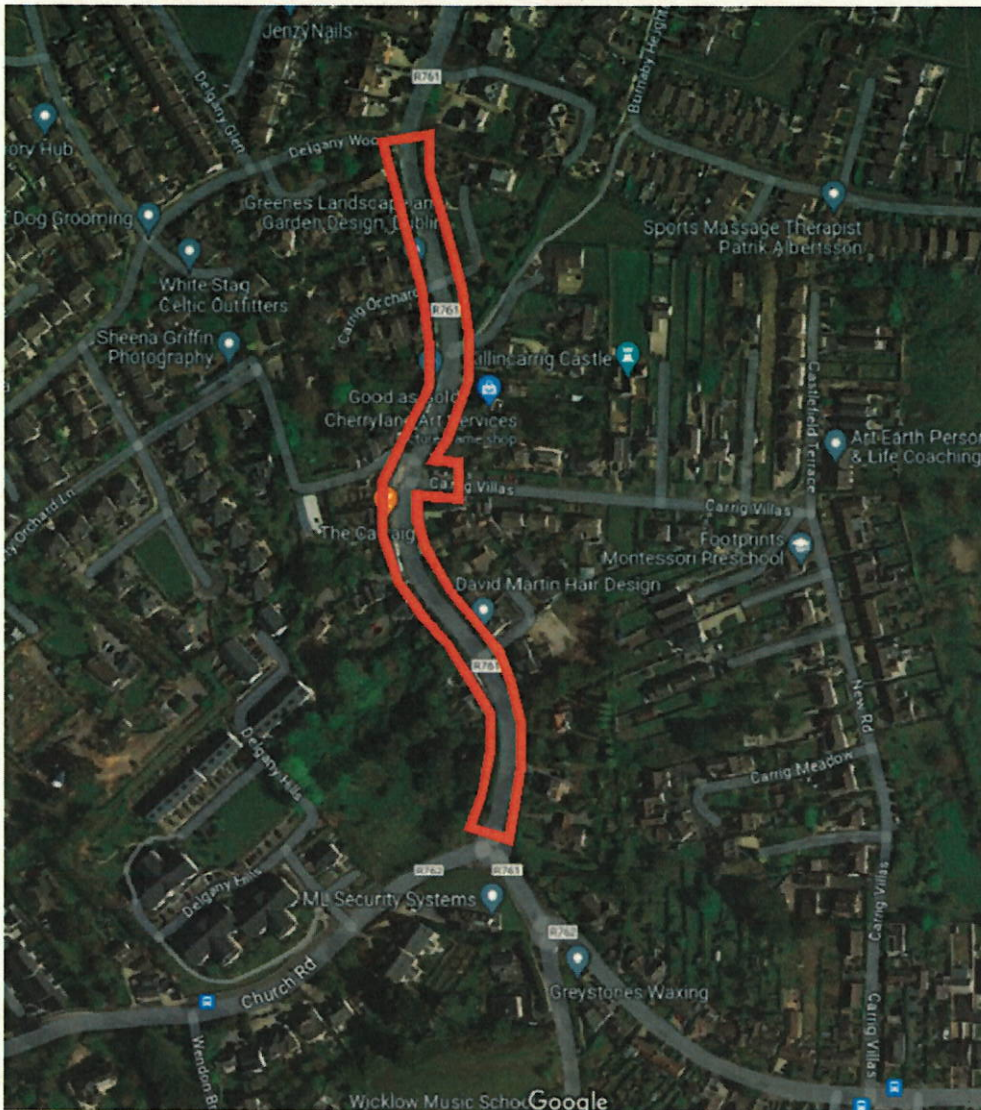


Figure 1.1 Indicative Scheme Extents

1.2 Planning Context

The proposed scheme is consistent with the objectives set out in the Wicklow County Development Plan 2022-2028:

CPO 5.6 To seek funding and focus new investment into the core of towns and villages in order to reverse decline, foster resilience and encourage new roles and functions for streets, buildings and sites within towns and villages.

CPO 5.7 To identify and pursue transformational regeneration and renewal proposals and public realm initiatives that revitalise town and village centres, encourage more people to live in town and village centres, facilitate and incentivise new economic activity and provide for enhanced recreational spaces.

CPO 5.9 To facilitate and support well-designed development that will contribute to regeneration and renewal, consolidation of the built environment and include interventions in the public realm and the provision of amenities.

CPO 5.16 To actively pursue and implement environmental and public realm improvements and provision of amenities that create more attractive places and encourage healthier lifestyles for all ages and abilities

CPO 5.19 To implement environmental and public realm improvements in town and village centres to a high standard and finish.

CPO 5.23 To require that new town centre development particularly public realm improvement works incorporates the principles of universal design to create an environment that is accessible, usable, convenient and a pleasure to use for all users.

The proposed scheme is consistent with the objectives set out in the Greystones-Delgany & Kilcoole LAP 2013:

TS7: Promote the development of safe and accessible pedestrian and traffic routes.

TS8: To implement the objectives as set out in Table 7.1, for:

(iii) the improvement/upgrading of existing roads, including for example new footpaths/cycleways, public lighting, road realignments/ widening, re-surfacing etc., within the lifetime of the plan (indicated in peach on Map A)

TS9: To facilitate the introduction of traffic management, calming and reduction measures throughout the plan area.

TS11: To provide for the development of sustainable modes of transportation within the plan area including public transport, walking and cycling, in particular to provide high quality pedestrian and bicycle links between residential areas and retail, recreational and educational facilities.

HER1: Protect and enhance the character, setting and environmental quality of natural, architectural and archaeological heritage, and in particular those features of the natural landscape and built structures that contribute to its special interest. The natural, architectural, and archaeological heritage of the area shall be protected in accordance with the objectives set out in the Wicklow County Development Plan 2010-2016.

1.3 Environmental Context

1.3.1 Appropriate Assessment Screening

Appropriate Assessment Screening was carried out by Neo Environmental in accordance with the requirements of Article 6(3) and (4) of European Union (EU) Habitats Directive, European Communities (Natural Habitats) Regulations 1997 and the European Communities (Birds and Natural Habitats) Regulations 2011 -2015 (as amended).

The assessment report concluded that the development does not pose any risk of significant adverse effects on Natura 2000 sites, and that the development does not require progression to a Stage 2 AA. It is therefore considered that the next stage of the AA is not required.

1.3.2 Environmental Impact Screening

Environmental Impact Screening was carried out by Verde Environmental to determine if an Environmental Impact Assessment (EIA) is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000, as amended, Schedule 5 of the Planning and Development Regulations (S.I. 600/2001), 2001, as amended (2018) and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019.

The information provided in the EIA Screening Report shows that the proposed development would not be likely to have significant effects on the environment alone or in combination with other projects and that the preparation and submission of an Environmental Impact Assessment Report is not therefore required.

2. Summary of Submission Categories

Wicklow County Council has undertaken the statutory process of public consultation as part of the Part 8 Planning Process. This section summarises the feedback received from the consultation process.

Category	Number
Online Portal Submissions	12
Email Submissions	11
Written Submissions	2
Total	25

3. Summary of submissions and responses

Submissions were received from:

- Philpa & Finbarr O'Connor
- Melissa & Mark Hammond
- Killincarrig Community Association
- Rosa Murray
- Megan O'Brien
- Tatiana O'Toole
- Michael Creaner
- Mark De Vignat
- Mary & Declan McGee
- Siobhan O'Driscoll
- Robert Coyle
- Joseph Doyle
- David Johnston
- Patrick Fox
- Aisling Holohan
- Richard McNally
- Maeve Carey (Robinson)
- Gordon Elliot
- Alan Richardson
- Matt & Miriam McKerrow
- Footprints Montessori
- Patrick Robinson
- Pat Doherty
- Bernadette Murdoch
- Kathleen Kelleher

The submissions have been reviewed and the comments and issues raised have been considered. The issues raised have been grouped under distinct headings and have been listed below along with responses from Wicklow County Council:

3.1 Mapping and Scheme Drawing

- The lack of more up to date mapping for the scheme drawing and the fact that it doesn't show new developments in the area was raised and concerns were raised that the new developments were not taken into account in the scheme design.
- Concerns were raised about how the safety of current ingress/egress to/from properties and how the scheme may affect these. The Scheme Drawing shows green areas and bollards in front of property entrances.
- Some respondents felt the details provided as part of the scheme lacked clarity in relation to the traffic signals to be provided.

Wicklow County Council Response:

- The drawings included in the Part 8 were preliminary design. If approved the scheme will move to detail design which will more accurately represent the final design and will take into account the existing entrances, new developments, etc.
- The green space to the north of the junction with Carrig Villas will be reviewed to ensure that it does not block private entrances.
- The footpath outside Castlecarrig will be revised so that it does not direct pedestrians into private property.
- The bollards at the transition from the cycle track will be reviewed and relocated so that they do not block private access.
- Wicklow County Council will review in detail the design issues raised and bring forward all feasible measures for consideration at detailed design stage.
- Consideration will be given in the detail design for access/egress from existing driveways.

3.2 Safety Concerns

- The current speed of vehicles on the road was mentioned and a number of people requested that the speed limit be reduced to 30km/h.
- Safety concerns were raised in relation to the narrowing of the road and the ability of traffic to navigate safely through the village. Some were concerned about the increase in traffic volumes due to new developments and the effect they will have on this scheme.
- Some respondents suggested safety measures such as high level signals at the junction with Castle Villas, a speedometer sign or rumble strips be introduced to slow traffic through the village.
- Respondents requested that new and updated signage and road markings are provided throughout the village in regards to speed zones, pedestrian crossings, loading bays, set down parking, and any other traffic and pedestrian related elements.
- One respondent was concerned that the 'greening' may compromise safety and sightlines.
- A respondent raised concern that cyclists, e-bikes, and e-scooters would use the footpath and cause danger to those exiting their properties onto the footpath.

Wicklow County Council Response:

- The narrowing of the carriageway will help reduce vehicle speeds in the area so will help provide a safer environment for pedestrians and cyclists. Any reduction in road width will be provided in accordance with

appropriate road design standards. Road widths will be appropriate for emergency vehicles and the removal of illegal parking will provide a more consistent route for the emergency services. The scheme does not propose to alter private vehicular entrances but the reduced speeds and wider footpaths will improve safety. The provision of signals on the R761 and at the Castle Villas junction will also help reduce traffic speeds and make the area safer for pedestrians and cyclists. Signals will also be provided at Cherry Lane.

- A speed limit review was carried out in 2022 and the speed limit for the road through Killincarrig Village is set to 50km/h. Speed limits are reviewed every 5 years and so the speed limit on this road can be reviewed then. It should be noted that in order to provide a lower speed limit, the road layout should be appropriate to encourage the lower speed limit, which this scheme should do.
- Signage in the scheme area will be reviewed as part of the detail design.
- The provision of a speedometer would reduce the already tight pedestrian space and the lack of forward visibility would reduce its effectiveness.
- Greening will be included where safe and appropriate as part of the detail design.
- Cycle tracks will transition onto the road carriageway and not the footpaths so will not promote cycling on the footpaths.

3.3 Parking

- Objections were made to the removal of existing car parking from in front of the shops. Some felt it was necessary for the employees, customers and the viability of the shops and businesses. Some felt that disabled parking should not come at the expense of existing parking.
- Some felt that the removal of parking will result in an increase in illegal parking in the area.
- Parking in the cycle lane along the western side of R761 was raised. Some felt it was dangerous and others felt it should be retained and formalised.
- Some respondents would like additional car parking spaces provided for those that are to be removed and for cars that are currently parked in the cycle lane. Some proposed providing parking in place of the cycle climbing lane.
- Some respondents are concerned that the southern end of the loading bay encroaches on the entrance to several properties.
- One respondent was concerned that the disabled parking spaces were not optimally located.

Wicklow County Council Response:

- The removal of car parking in front of the shop/pub will enable the space to be re-allocated to public realm and will facilitate the provision of a more accessible, comfortable and safer village centre. This will encourage more people from the surrounding area to walk and cycle to the village. Government policy aims to reduce our reliance on private vehicles for transport and this project will encourage a modal shift from private vehicles to walking and cycling. This is also vital to meet the government's target of reducing carbon emissions by 50% as set out in the climate action plan.
- This scheme will reduce the number of vehicles parking on the R761, most of which is currently cars parking illegally in the cycle lane. Reducing the number of car parking spaces is likely to result in a reduction in the number of cars in the area. People living within reasonable walking or cycling distance will reconsider their mode of transport if they think they may have difficulty finding a parking space. It is necessary that we encourage cycling in urban areas so as to reduce reliance on private vehicles.
- The existing parking along Carrig Villas will be retained, although the number of spaces will be reduced from 19 to 15 to provide space for the junction improvements and to provide 2 wheelchair accessible spaces.
- The location of the two wheelchair accessible spaces was provided as close to the village centre as possible given the constraints on road and footpath widths and is in line with best practice universal design for people with accessibility issues to be able to park as close to the amenities they wish to access.

- The extent of the loading bay will be revised so that it does not extend across the property access. This will be included in the detail design.

3.4 Cycle Facilities

- Some respondents were concerned about the safety of cycling through the village and several suggested that the cyclists should be re-routed around the village.
- Safety concerns were raised in relation to the proposed cycle climbing lane. Some were concerned about the manner in which it terminates and cyclists are required to merge with traffic.
- Some respondents have requested the inclusion of bicycle parking as part of the scheme.
- A respondent was concerned about the safety of the cycle lane shown in the northbound lane on the R761 to the north of the scheme.

Wicklow County Council Response:

- People will usually cycle the most direct route, and proposals to re-route cyclists off the R761 will result in a less attractive route for them. We would anticipate that some cyclists will use alternative routes with less traffic but it is important that we provide an environment that is as useable and safe as possible along this route. It is important also, that we provide facilities into the village for those cyclists whose destination is Killincarrig Village.
- Cars are currently illegally parking in the cycle lane and this scheme will remove that and provide improved facilities for cyclists. The inclusion of the short section of segregated cycle track from the junction with the R762 is important as it protects the slow moving cyclists as they cycle uphill from the junction. It also enables cars to drive along this section more easily and safer as they will not have to negotiate slow moving cyclists and will remove the parking in the cycle lane. A cycle track is only being proposed for a section on the northbound approach to the village from the roundabout. Cycle tracks could not be included along the full length of the scheme due to lack of available space.
- The provision of street furniture such as bicycle parking and seating can be considered as part of the detail design.
- The bike lane shown to the north of the scheme relates to the existing lane that is marked on the road. No changes are proposed under this scheme at this time.

3.5 Pedestrian Crossings

- Several respondents felt that the proposed pedestrian crossing near Carrig Orchard should be relocated to the south so that it provided a more direct crossing to the 'Pigs Hollow' pedestrian route. One respondent questioned the need for the crossing. The issue of light from the belisha beacons shining into a private property at the proposed crossing was also raised.
- One respondent raised concerns that the traffic signals will cause delay, wear and tear at the junction and pollution.
- One respondent requested the provision of an additional pedestrian crossing to the south of the village.

Wicklow County Council response:

- The pedestrian crossing adjacent to Carrig Orchard provides a link from Delgany Wood, Cherry Lane and other developments on the western side of the R761 to the 'Pigs Hollow' pedestrian route into Greystones. Its location was chosen on the basis of safety and sightlines. A direct crossing could lead to pedestrians or cyclists walking or cycling across the road without taking appropriate consideration of the traffic on the road.

- The scheme includes signalised crossings on R761, Castle Villas and Cherry Lane. These will improve pedestrian facilities and slow vehicle speeds in the village and thus help create a more pedestrian friendly environment.
- The provision of an additional crossing between the pedestrian crossing in the village and that on Killincarrig roundabout is not considered necessary due to the proximity of the existing zebra crossing on the R761 at Killincarrig Cross to the proposed signalised crossing in the village centre.

3.6 Other Items

- Several respondents requested that e-charging points be provided as part of the scheme.
- Respondents feel that the scheme should not detract from the historical architecture and interest of the Village. It's important to retain the sense of place in the village.
- One respondent suggested the addition of village entry treatment on the northbound approach.
- Many of the respondents included comments on improvements that they would like to see in the area but these have not been included here as they are outside the scope of this Part 8.
- Many respondents submitted comments and suggestions regarding works on Carrig Villas, Castle Villas and New Road.

Wicklow County Council Response:

- The scheme does not include provisions for e-charging.
- Consideration will be given for the inclusion of a village entry sign on the northbound approach to the village where space allows.
- The public realm improvements will enhance the village identity. The proposed design has taken into account the needs of businesses and residents. One of the aims is to enhance the village centre to improve it as a destination which people will walk and cycle to and spend time there. This will benefit local businesses but can only be achieved through the removal of some of the existing car parking. The proposed footpath improvements, pedestrian crossings, re-allocation of road space and provision of wheelchair accessible spaces will not only make the area more age friendly but will greatly improve accessibility for all.
- This Carrig Villas, Castle Villas and New Road area was not included in the Part 8 as it was considered that the area, having a more suburban residential character than a village centre on a busy regional road, would require careful consideration and should have a separate scheme in its own right.
- Many of the respondents included comments on improvements that they would like to see in the area but these have not been included here as they are outside the scope of this Part 8.

4. Conclusion

Based on the public consultation exercise it is evident that there is support for a village enhancement scheme for Killincarrig. It is clear that there is support for measures to reduce vehicle speeds, provide a safer environment for vulnerable road users and to maintain a sense of place in the Village.

Despite support, submissions received raised concerns about various aspects of the proposed scheme. Some raised concerns about access to their properties and the accuracy of mapping used. Safety concerns regarding various aspects of the design were raised. Some respondents had concerns about the safety of the provision of cycling facilities on the R761 and suggested re-routing of cycle facilities through housing areas in the vicinity of Killincarrig. The majority of concerns that were raised relate to the removal of parking and some of these stated that they would not support a scheme that includes the removal of car parking. Many submissions also included comments and suggestions in relation to areas that are outside the scope of this scheme.

Design issues raised will be reviewed in detail as part of the detail design process and all feasible measures will be brought forward for consideration. The removal of parking along the R761 and reduction in the number of spaces on Castle Villas are considered a vital part of the Killincarrig Village Enhancement Scheme. Their removal is necessary to improve safety and to enable the space to be re-allocated to public realm which will facilitate the provision of a more accessible, comfortable and safer village centre. This will encourage more people from the surrounding area to walk and cycle to the village. Government policy aims to reduce our reliance on private vehicles for transport and this project will encourage a modal shift from private vehicles to walking and cycling. This is also vital to meet the government's target of reducing carbon emissions by 50% as set out in the climate action plan.

5. Planning, Development Report

Dated 12th September 2023 concluded that:

Having regard to the zoning objectives for this area which seek to provide for improved neighbourhood and residential amenities, to the provisions of the Wicklow County Development Plan 2022-2028 and the Greystones-Delgany & Kilcoole LAP 2013, which seek to improve pedestrian and cycling infrastructure and the public realm, and to the nature, design, and layout of the proposed works for Killincarrig, it is considered that the proposed development would accord with the provisions of the County Development Plan 2022-2028 and the Greystones-Delgany & Kilcoole LAP 2013, and would be consistent with the proper planning and sustainable development of the area to which the development relates, subject to compliance with the following recommendation:

1. All proposed materials and finishes should be of a high quality, appropriate to the character of the Killincarrig ACA.

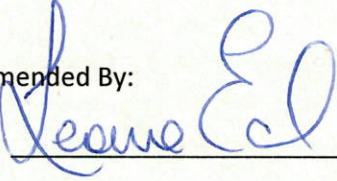
6. Next Steps

It is proposed to recommend that the Council proceed with the Scheme as displayed. Subject to approval of the Scheme, the Council will:

- Review in detail the design issues raised in the submissions and bring forward all feasible measures for consideration at Detailed Design Stage.
- Carry out a Road Safety Audit and Quality Audit of the design.
- Incorporate the recommendation contained in the Planning, Development & Environment Memo dated 12th September 2023 into the Scheme.
- Engage with the main stakeholders and organisations in Killincarrig to keep the local community up to date as the Scheme progresses.
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Recommended By:

Signed: _____



Date: _____

7/11/2023

Leonora Earls
Director of Services,
Transportation, Water and Emergency Services

I recommend the scheme should proceed.

Signed: _____



Date: _____

8th November 2023

Emer O'Gorman
Chief Executive,
Wicklow County Council