Convent Road Filtered Permeability Scheme

Part VIII Submission

August 2022

Quality information

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	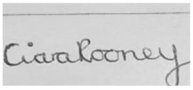		
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Revision History

Revision	Revision date	Details	Authorized	Name	Position
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1. Introduction

1.1 Background

Convent Road is an important link in Navan town as it provides access to the St Michael's Loreto Secondary School, Athlumney Castle Graveyard, Tara Mines pumping station and various housing developments. Athlumney Castle, a local heritage site, is also located along the route. Meath County Council commissioned NTA Cycle Design Office to prepare a Part VIII Application to make the current temporary Convent Road Filtered Permeability Scheme permanent.

1.2 Scheme History

Active travel has been highlighted in a variety of local and national planning documents as a key method of improving both health and environmental impacts in urban and rural communities. It was originally intended by Meath County Council (MCC) that Convent Road be included in the Part VIII planning application for the Athlumney to Trim Road Cycle and Pedestrian Scheme.

After initial consultation, submissions were reviewed, and the feedback was taken into consideration. Convent Road was removed from the Part VIII submission and the Athlumney to Trim Road Cycle and Pedestrian Scheme progressed to detailed design phase without it.

In October 2021 the Convent Road Filtered Permeability Scheme Traffic Management Trial was rolled out by Meath County Council through the Section 38 process. The objective of this trial was to determine if filtered permeability is the preferred option for this section of the Athlumney to Trim Road Cycle and Pedestrian Scheme. The trial had no impact on any protected structures or cultural heritage sites. In order to gauge the public reaction to the traffic management trial, MCC carried out a user sentiment survey, the results of which are included in Section 3.3 below.

This current Part 8 Application aims to make the temporary traffic management trial on Convent Road permanent.

1.3 Scheme Objectives

The design objectives for the scheme area include the following:

1. Provision of an interconnected cycle and pedestrian street network for Navan;
2. Creation of a safer environment for pedestrians and cyclists, in particular those living in the Riverside and Athlumney Castle Estates, as well as students accessing the St Michael's Loreto Secondary School on Convent Road;
3. Maintenance of access to homes along the route, and maintenance of access to St Michael's Loreto Secondary School, Tara Mines site and Athlumney Castle Graveyard; and
4. Removal of cut-through traffic from the local residential streets.

The objectives of the scheme are in line with current national, regional and local policies to promote sustainable transport, as outlined in Section 2.

This scheme is part of the overall plans for the implementation of Active Travel measures in Navan that are established in policy objectives. The original Athlumney to Trim Road Scheme, and therefore the Convent Road scheme, is part of proposals extend eastwards the pedestrian and cycle facilities on Convent Road, through Elm Park, the Orchard, and Kentstown Road as far as the existing cycle infrastructure on Metges Road. This in turn will connect with existing facilities in Johnstown. It is also planned to link the Convent Road pedestrian infrastructure to the existing pedestrian bridge over the River Boyne, into the Town Centre and along Trim Road

1.4 Scheme Extents

The scheme area extends along Convent Road from the junction with the R153 Kentstown Road to the junction with Convent Lane/Athlumney Castle Road. The scheme is approximately 600m long and is shown in Figure 1.1 below.

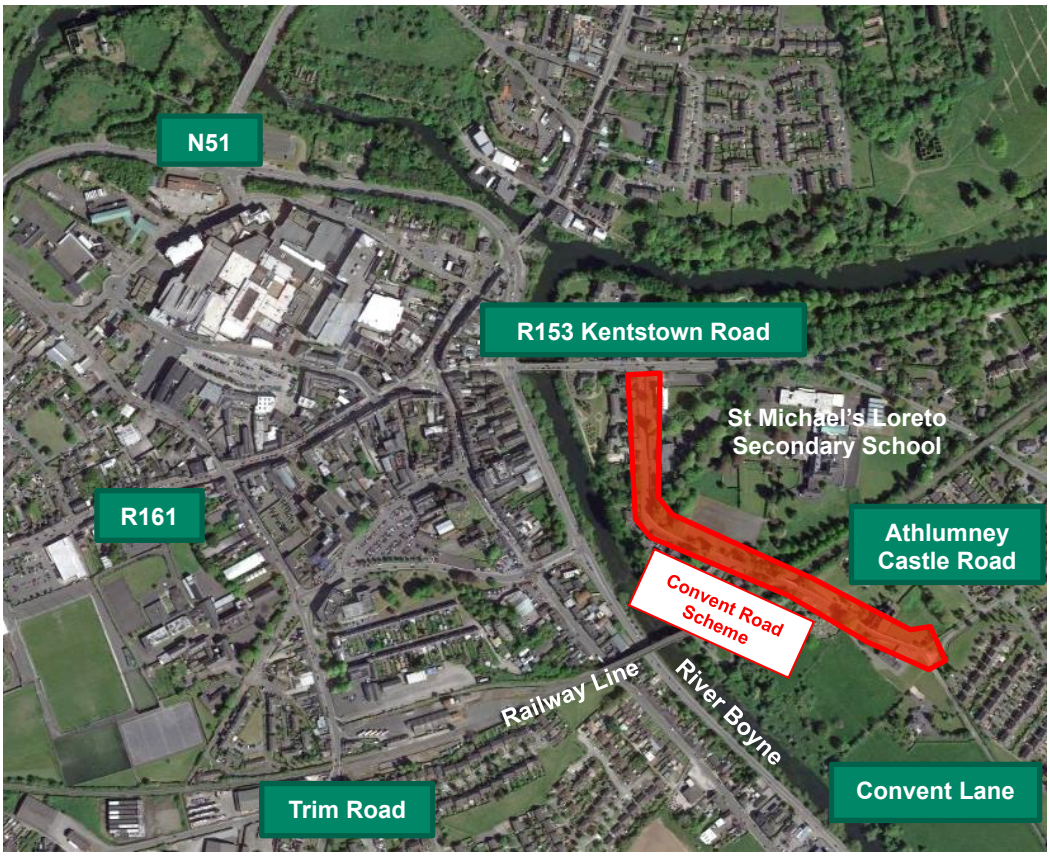


Figure 1.1: Scheme Extents

1.5 Part 8 Documents & Drawings

The following documents and drawings are included in the Part 8 submission:

- The Part 8 Report outlines the proposed development on Convent Road, along with the planning context for the scheme. Summaries of the environmental appraisals (Appropriate Assessment and Environmental Impact Assessment) and the Archaeological Assessment are also included in this report.
- The Traffic and Transport Assessment provides a description of the existing traffic conditions prior to the temporary scheme and while the temporary scheme was operational and an analysis of the expected impact of the proposed junction on the road network
- Drawings 60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0001 and 60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0002 show the site layout for the proposed development

2. Legislation and Guidance

It is important that a review of current Policy is undertaken and used to inform the development of the options considered for the Convent Road Filtered Permeability Scheme. The following policy documents and design guidance have been reviewed as part of this scheme.

2.1 National Policies

2.1.1 Project Ireland 2040 – National Planning Framework

Project Ireland 2040 is Ireland's National Planning Framework (NPF) and provides a high-level strategic plan to shape planning policy, future growth and development in Ireland in the period up to 2040. The NPF aims to avoid the "mistakes" made in previous planning policy – mistakes that have led to urban sprawl, unbalanced regional development, and increased car dependency - by ensuring that investment is closely aligned to these overarching principles. The NPF is based on ten 'National Strategic Outcomes' (NSO), which are an expression of the shared national goals or benefits the NPF aims to achieve. These are displayed in Figure 2.1.

Figure 2.1 - Project Ireland 2040 National Strategic Outcomes

All public projects are required to demonstrate how they align to the NPF, and how they would contribute to the achievement of the NSO. The alignment of the Convent Road scheme to the NSO is summarised in the table below.

Table 2-1 - Alignment with NPF National Strategic Outcomes

NSO	Relevance to the Convent Road Filtered Permeability Scheme
1. Compact Growth	Responding to past levels of urban sprawl and car dependency, the NPF aims to concentrate growth in existing villages, towns and cities; and to ensure that residents have easy access to jobs, amenities and services. The Convent Road project will encourage compact growth by encouraging a shift to sustainable modes of transport and making Navan a healthier and more liveable town. These are described below.
4. Sustainable Mobility	The Convent Road project aims to support sustainable mobility projects in Navan by creating a traffic-free cycle and pedestrian route on Convent Road, encouraging a shift from private cars to reduce transport emissions.
7. Enhanced Amenity and Heritage	The Convent Road Project will remove traffic from a narrow road alongside Athlumney Castle, allowing better appreciation of the heritage site.
8. Transition to Low Carbon and Climate Resilient Society	By closing off part of the road to traffic, the Convent Road Filtered Permeability Scheme provides a cycle and pedestrian friendly road, which will result in lower carbon print than private car use.
10. Access to Quality Childcare, Education and Health Services	Convent Road provides access to the St Michael's Loreto Secondary School in Navan. By closing off part of the road to traffic and providing improved pedestrian and cycle facilities, a safer and more amenable access to the school will be available.

As well as the NSO, the NPF also includes 'National Policy Objectives' to provide a more specific statement of the types of actions or investment that should be prioritised. Several of these are of particular relevance to the Convent Road scheme and are displayed in Table 2-2 below. As well as transport and climate objectives, this highlights the potential of the project to make a positive contribution to other policy areas.

Table 2-2 - Alignment with NPF National Policy Objectives

No.	National Policy Objective
4	**Making Stronger Urban Places:** Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
5	**Making Stronger Urban Places:** Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.
6	**Making Stronger Urban Places:** Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
11	**Making Stronger Urban Places:** In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.
26	**People, Homes and Communities:** Support the objectives of public health policy including Health Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy.
27	**People, Homes and Communities:** 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.
54	**Realising our Sustainable Future:** Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaption objectives, as well as targets for greenhouse gas emissions reductions.
64	**Realising our Sustainable Future:** 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.
75	**Assessing Environmental Impact:** Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.

2.1.2 Climate Action Plan 2021

Climate action is a key objective of the Convent Rad scheme and is rooted in a robust national climate policy framework. In 2021, the 'Climate Action and Low Carbon Development (Amendment) Act' became law. The Act established a legally binding target to reduce emissions by 50% (relative to a 2018 baseline) by 2030, and to move towards net-Zero emissions by 2050. The Act provides for a system of carbon budgets to enforce these targets, which would set a maximum level of emissions for each sector of the economy to stay within, and gradually decrease in the period to 2030 and 2050. In October 2021, the Climate Change Advisory Council (CCAC) published proposed carbon budgets for the 2021-2030 period, which outlined pathways to achieving the overall emissions reductions target of 50% by 2030. The carbon budgets were based on an average reduction of 4.8% per annum in 2021-2025, rising to 8.3% in 2026-2030.

In November 2021, the Department of Environment, Climate and Communications published a new Climate Action Plan, which sets out targets and actions required to give effect to the carbon budgets for 2021-2030. Overall, the Plan aims for a 51% reduction in transport emissions by 2030, with a particular focus on demand management, sustainable mobility and shifting trips from fossil fuel-powered cars to walking, cycling and public transport. Among the targets and measures contained in the Plan:

- Increase in daily public transport and active mode trips by 500,000 (+14%) through planned sustainable mobility programmes (i.e., BusConnects, DART+, Connecting Ireland), investment in active travel and other measures
- Reduction in internal combustion engine vehicle kilometres by 10%.

According to the Plan, achieving these targets requires *"continued and enhanced investment in walking, cycling and public transport infrastructure and services across the country (…) on a scale not previously seen"*, and a focus on "reliable" and "realistic" sustainable mobility options to enable this shift. Some relevant actions are shown in the table below.

Table 2-3 - Alignment with Climate Action Plan 2021 actions

No.	Action
225	Continue the improvement and expansion of the Active Travel and Greenway Network
226	Develop a coherent and connected National Cycle Network Strategy
227	Construct an additional 1,000km of cycling and walking infrastructure.
228	Encourage an increased level of modal shift towards active travel (walking and cycling) and away from private car use
249	Balance better movement priorities within urban areas to transition the built environment and public domain from one that is "vehicle centred" to being "people centred" to align with the goal of net zero by 2050.

The Convent Road scheme clearly aligns with the objectives of the Climate Action Plan and the legally-binding targets for emissions reductions. It will help to make Meath more resilient to climate change through the provision of green infrastructure.

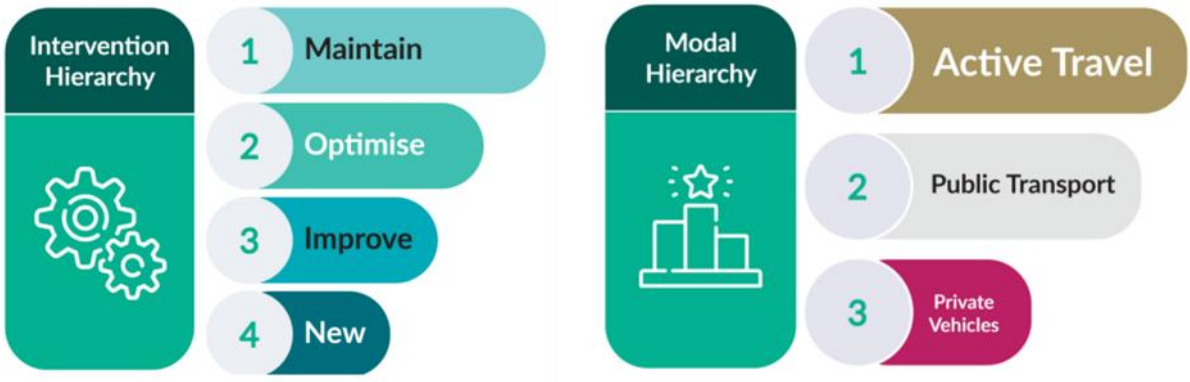
2.1.3 National Investment Framework for Transport in Ireland (NIFTI)

The Department of Transport recently published a framework for guide future investment in the land transport network and to prioritise investment that supports the delivery of the National Strategic Outcomes. The investment objectives of NIFTI are:

- *'Delivering clean, low-carbon and environmentally sustainable mobility;*
- *Supporting successful places and vibrant communities;*
- *Facilitating safe, accessible, reliable and efficient travel on the network; and*
- *Promoting and strong and balanced economy.'*

NIFTI includes two 'hierarchies' specifying the order in which transport investment should be prioritised: an 'intervention hierarchy' and a 'modal hierarchy'; both of which are shown in Figure 2.2 below.

Figure 2.2 - NIFTI intervention and modal hierarchies



The Intervention Hierarchy differentiates between the level of intervention proposed, and states that investment should firstly seek to 'maintain' existing infrastructure; then to 'optimise' or 'improve' existing infrastructure; and finally – if it is not possible to achieve an objective through previous steps – to invest in providing 'new' infrastructure. The aim of the Investment Hierarchy is to maximise the lifespan and value for money of past investments, and to ensure that more affordable and efficient options for achieving an objective are considered before investing in large-scale transport projects or programmes. The Convent Road scheme is mostly aligned with Level 3 ('improve') on the Intervention Hierarchy. The primary focus of the project is the upgrades to cycling and pedestrian infrastructure by reducing the prominence given to private cars.

The Modal Hierarchy differentiates between the modes of transport, and states that Active Travel (walking, wheeling and cycling) should be prioritised, followed by public transport, and lastly by private vehicles. As outlined

throughout, the Convent Road scheme has been guided by a user hierarchy which seeks to prioritise active travel over private cars, which squarely aligns with NIFTI's Modal Hierarchy.

2.1.4 National Physical Activity Action Plan

The aim of the Department of Health's *National Physical Activity Plan* is to increase physical activity levels across the whole population, and the Plan sets separate targets for adults, children and older people to reach the recommended levels of physical activity. Recognising that there are many reasons that people are unable to meet recommended levels of physical activity, the Plan contains some guiding principles to promote greater levels of physical activity, namely by: *"creating increased opportunities for people to be active in ways which fit into everyday lives; which is suitable for individual needs, circumstances and interests; and which removes the barriers people face to being active and encouraging people to recognise how to overcome those barriers".*

The Plan highlights walking and cycling as a way to easily incorporate physical activity in everyday life, and includes several actions aimed at promoting active travel and recreation, including to:

- *'Develop and promote walking and cycling strategies in each Local Authority Area;*
- *Ensure that the planning, development and design of towns, cities and schools promotes cycling and walking with the aim of delivering a network of cycle routes and footpaths;*
- *Ensure that the planning, development and design of towns and cities promotes the development of local and regional parks and recreational spaces that encourage physical activity;*
- *Prioritise the planning and development of walking and cycling and general recreational / physical activity infrastructure; and*
- *Explore opportunities to maximise physical activity and recreational amenities in the natural environment'.*

By providing dedicated facilities for walking and cycling, the Convent Road scheme aims to create opportunities for physical activity and exercise for city residents and visitors alike.

2.1.5 Government Road Safety Strategy 2021-2030

The Government's Road Safety Strategy (RSS) 2021-2030 is Ireland's fifth RSS and provides an integrated strategy for managing safety on the road network up to 2030. Building on progress over previous decades, the RSS aims to reduce road deaths on Irish roads by at least 50% (144 to <72), with serious injuries decreasing by the same percentage (1259 to <630). One of the key intervention areas is promoting safe and healthy modes of travel (i.e. walking and cycling). The RSS emphasises the many benefits provided by active travel and recognises the unique vulnerability of pedestrians and cyclists in collisions. It proposes several actions aimed at improving safety and encouraging increased uptake, including:

- Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure;
- Encourage modal shift to support environmental, safety and health objectives by promoting the use of sustainable and active modes of travel; and
- During 2021-2025, construct 1,000 km of segregated walking and cycling facilities to provide safe cycling and walking arrangements for users of all ages.

In line with the RSS, the Convent Road scheme aims to reduce fatal, serious and minor collisions with vulnerable road users, and encourage increased levels of walking and cycling due to a safer and more pleasant environment.

2.1.6 The National Sustainable Mobility Policy

The National Sustainable Mobility Policy allows for an opportunity to change travel choices by making it easier for people to avail of sustainable modes of transport. Sustainable Mobility is connecting people and places in a sustainable way by supporting safe, accessible, comfortable, and affordable journeys to and from home, work, education, shops, and leisure. It also involves supporting travelling by cleaner public transport and by encouraging a shift away from private cars to active travel and public transport. This Policy aims to support this modal shift between now and 2030, through infrastructure and service improvements, as well as demand management and behavioural change measures. It aims to set out a framework to achieve a 51% reduction in carbon emissions by the end of the decade. These aims are necessary to meet climate change commitments. They also provide for the reorientation of communities to become people focused. There are numerous benefits to sustainable mobility including improved health, economic growth, and improved quality of life. These are outlined in Figure 2.3 below.

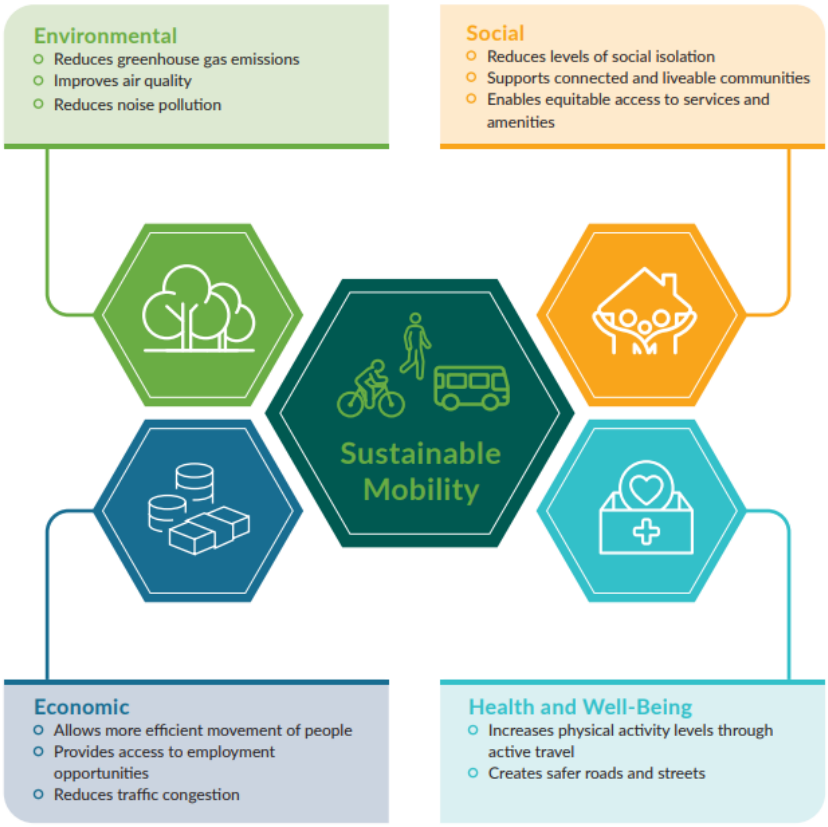


Figure 2.3 - Benefits of Sustainable Mobility

The National Sustainable Mobility Policy was published in April 2022, and it is clear that the Convent Road scheme supports its principles and goals.

2.1.7 National Cycle Manual (2011)

The National Cycle Manual is a national guidance document that details the principles of sustainable safety that offers a safe traffic environment for all road users including cyclists. The manual provides guidance on integrating the bicycle into the design of urban areas. The manual sets out five principles of Sustainable Safety:

1. Functionality: The principle of functionality is that the design which is fit for purpose is safer. Urban streets, roads and spaces are always multi – functional.
2. Homogeneity: The principle of Homogeneity is that reducing the relative speed, mass and directional differences of different road users sharing the same space increases safety.
3. Legibility: The principle of Legibility is that a road environment that all road users can read and understand is safer. A legible design will be self-evident, self-explanatory and self-enforcing.
4. Forgivingness: The principle of Forgivingness (Passive Safety) is that environments that contribute to benign outcomes of accidents are safer.
5. Self-Awareness: The principle of Self-Awareness is that where road users are aware of their own abilities and limitations to negotiate a road environment, the environment is safer.

The width of a cycle facility as well as the type of facility proposed (Integrated or Segregated) are two key factors for providing adequate, safe facilities and a sub-standard cycle lane/track is never recommended.

The designed width of a cycle facility is comprised of the effective width as well as clearances that are required in different circumstances. The Width Calculator table provides details for determining the actual width required for cycle lanes and tracks. It comprises of three main factors, A, B and C, as well as an additional factor, D, which is only relevant in certain circumstances. The width calculator table is illustrated in Figure 2.4.

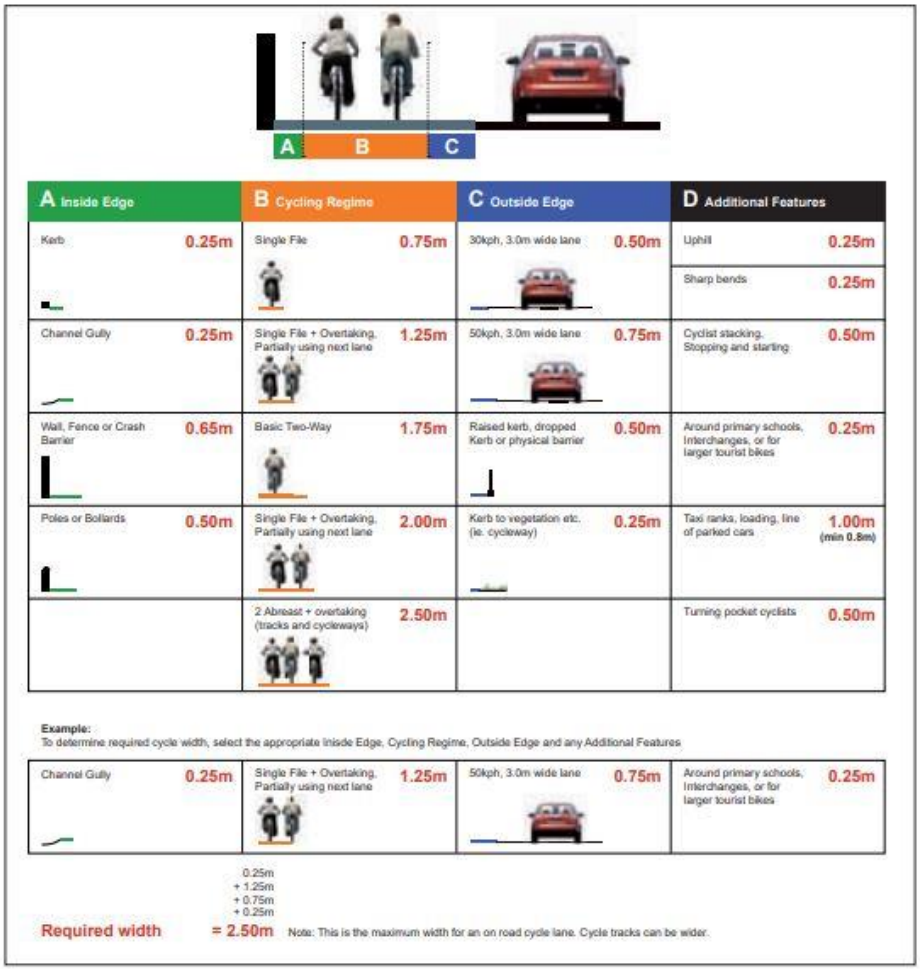


Figure 2.4: Cycle width calculator – National Cycle Manual (Source: NCM)

In terms of the type of facility proposed, integrated or segregated, there are a number of factors considered for determining the type of facility most appropriate. Segregated facilities are recommended in the following circumstances: - The traffic regime cannot be rendered suitable for integrated cycling; - To preclude traffic from queuing or parking on the facility; - To confer an advantage on cyclists.

A guidance graph is illustrated in Figure 2.5 that sets out relevant factors for determining the type of facility to provide.

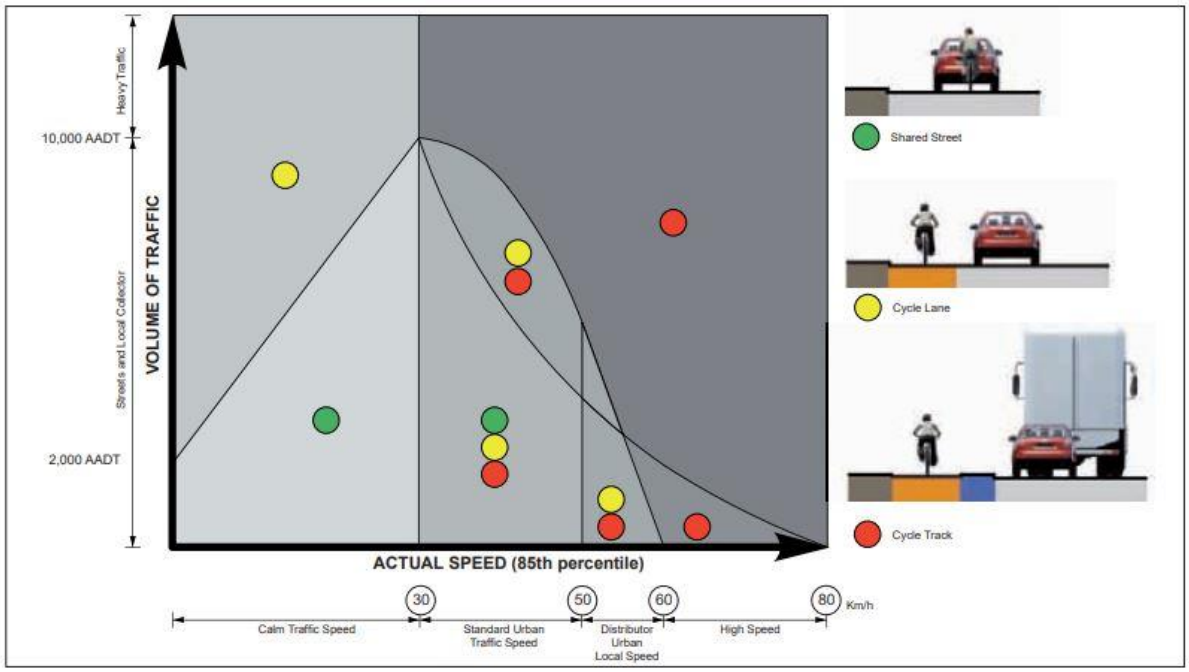


Figure 2.5: Guidance graph for determining type of cycle facility (Source: NCM)

The graph determines the type of facility necessary, whether the facility is shared, cycle lane or cycle track, based on vehicle speed and AADT of the road.

2.1.8 Design Manual for Urban Roads and Streets (2019)

The Design Manual for Urban Roads and Streets (DMURS) provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The manual emphasises that narrow carriageways are one of the most effective design measures that calm traffic. Standard width of an arterial and link street is 3.25m, however, this may be reduced to 3m where lower design speeds are being applied. Desirable footpath widths are between 2m – 4m. The 2m width should be implemented to allow for low to moderate pedestrian activity. A 3m – 4m footpath should be implemented to allow for moderate to high pedestrian activity.

The focus of the manual is to create a place–based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

2.2 Regional/Local Policies

2.2.1 Transport Strategy for the Greater Dublin Area (2016- 2035)

The purpose of this strategy is 'to contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods.'

This transport strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA).

There is an onus on the Authority to take full account of current prevailing policies and plans made at central government level, in transport, planning and in other sectors as well as other regional level plans. On review of these policies, the following key messages have emerged:

- Transport must be a key consideration in land use planning;
- In the short term, funding for large scale transport projects will be limited;
- Addressing urban congestion is a priority;
- The capacity of the strategic road network must be protected;
- A significant reduction in the share of trips undertaken by car is required, particularly in relation to short trips and commuter trips;
- An associated increase in walking, cycling and public transport is also required;
- A safe cycling network, with extensive coverage in metropolitan Dublin and in other towns, is needed to cater for the increased use of cycling that is already occurring and to reduce the dominance of the private car in meeting travel needs;
- The enhancement of the pedestrian environment, including measures to overcome severance and to increase permeability, is a priority.

In terms of cycle infrastructure, the GDA cycle network plan proposes to expand the urban cycle network to over 1,485km in length and will provide over 1,300km of new connections between towns in the rural areas of the GDA.

The need for a safe cycling network is recognised and it is intended that many of the key cycling routes will be developed as segregated facilities, with cyclists separated from vehicular traffic through the use of kerb separators or by having the cycleway at a higher level than the road carriageway.

In terms of walking and issues raised relating to provision for pedestrians, it is intended to:

- Provide a safer, more comfortable and more convenient walking environment for those with mobility, visual and hearing impairments, and for those using buggies and prams;
- Enhance pedestrian movement along the strategic pedestrian routes by widening footpaths where appropriate, providing better surfacing and by removing unnecessary poles, signs, street cabinets, advertising and other street clutter;
- Revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian route and reduce the speed of turning traffic;
- Cooperate with other agencies in the enforcement of laws in relation to parking on footpaths;
- Ensure that permeability and accessibility of public transport stops and stations for local communities is maintained and enhanced.

2.2.2 Draft Transport Strategy for the Greater Dublin Area 2022- 2042

The Draft Greater Dublin Area Transport Strategy 2022-2042 has arisen from a review of the original 2016 strategy. The updated document "sets out the framework for investment in transport infrastructure and services over the next twenty years".

The overall aim of the Transport Strategy is "To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth".

Four primary objectives have been identified as part of the Draft Greater Dublin Area Transport Strategy 2022-2028. These are:

- An Enhanced Natural and Built Environment - To Create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use.
- Connected Communities and a Better Quality of Life – To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling.
- A Strong Sustainable Economy – To support economic activity and growth by improving the opportunity for people to travel for work or business and facilitating the efficient movement of goods.
- An Inclusive Transport System – To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

With regards to cycling, the Strategy acknowledges the growth in cycling in the Greater Dublin Area since the mid-2000s and the need to provide a coherent network of cycle facilities linking origins and destinations to cater for trips within communities. Measured for cycling outlined in the Strategy of particular relevance to this scheme include:

- Measure CYC1 – GDA Cycle Network It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network.
- Measure CYC2 – Cycle Infrastructure Design It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service for all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual.

In terms of walking, the Strategy highlights the importance of good quality pedestrian facilities while recognising that walking forms some part of most journeys. Plans to provide a better walking environment include:

- Improving footpaths to ensure they are of sufficient width, adequately lit, serve both sides of the road in most urban areas, have good quality surfacing and are free of unnecessary clutter.
- Improving junctions to reduce the distance pedestrians have to cross and the number of times they must stop and wait during a crossing.
- Optimising crossing times for pedestrians at signalised junctions.
- Installing additional pedestrian crossing points where requirements are identified.
- Expanding and improving wayfinding systems.

2.2.3 GDA Cycle Network Plan (December 2013)

The GDA Cycle Network Plan is a document, prepared on behalf of the National Transport Authority, that identifies and determines a consistent, clear and logical cycle network within the Greater Dublin Area.

The plan aims to ensure that cycling as a transport mode is supported, enhanced and exploited in order to achieve strategic objectives and reach national goals. The steps undertaken within the plan include the following:

1. Collate existing and planned network information;
2. Undertake quality of service review;
3. Identify gaps in existing network;
4. Cycle travel demand assessment;
5. Develop cycle network plan;
6. Target quality of service for routes;
7. Develop design concepts.

These seven steps proposed are in line with the National Cycle Manual methods for designing a Cycle Network.

2.2.4 Draft GDA Cycle Network Plan 2021

The Draft Greater Dublin Area Cycle Network Plan 2021 has arisen as an update to the original 2013 plan, with input from local authorities within the GDA.

While the original 2013 GDA Cycle Network Plan focuses on identifying the routes required to provide an adequate network for cyclists, the updated 2021 plan seeks to enhance and strengthen local accessibility and permeability.

As part of the updated Plan, four manageable goals have been identified to create and improved and inclusive cycle network. These goals are as follows:

• Increase participation;

• Improve safety and accessibility;

• Improve connectivity;

• Create a navigable and coherent network.

The GDA Cycle Network map, shown in

Figure 2.6, outlines the proposals for Navan, including the proposed scheme junction.

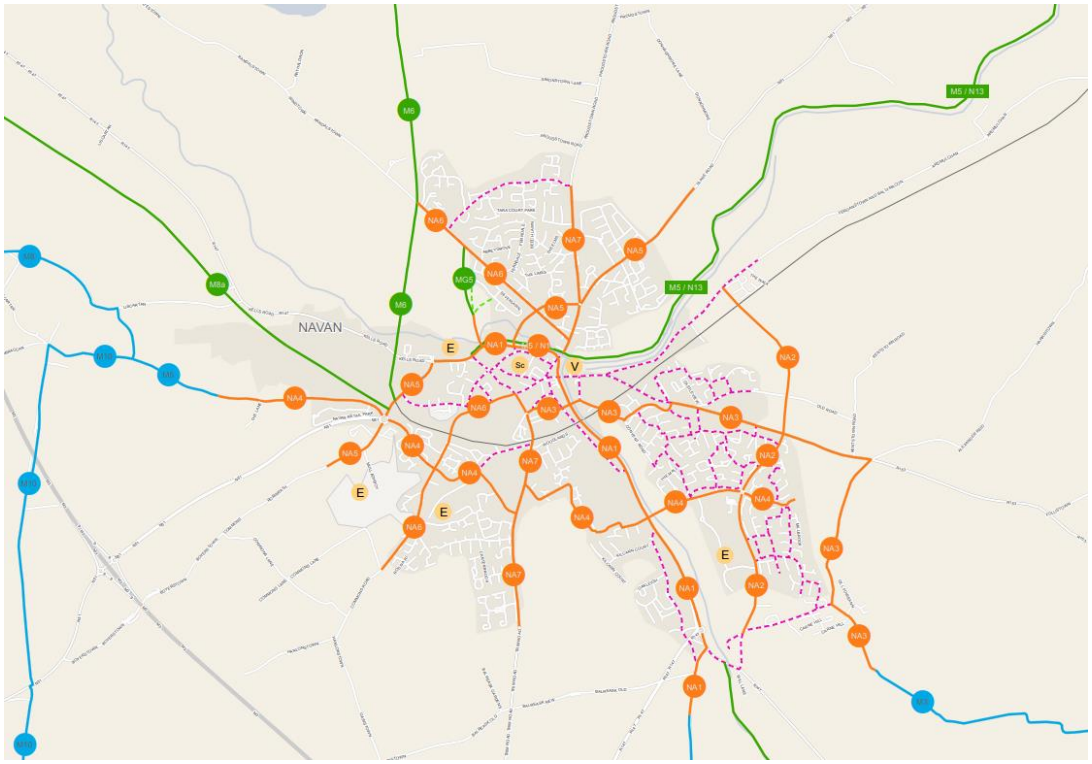


Figure 2.6: GDA Cycle Network Map

2.2.5 Meath County Development Plan

The Meath County Development Plan was formulated with respect to the National Planning Framework and the NTA Transport Strategy of the Greater Dublin Area (2016-2035) and taking into consideration the impact of Brexit and the Covid 19 pandemic. The Strategic Vision of the Plan is:

'To improve the quality of life of all citizens in Meath by creating an environment that supports a vibrant growing economy and a well-connected place to live, learn and do business.'

The Core Objectives of the Plan are set out in Chapter 2, and are as follows:

- To demonstrate how the Meath County Development Plan is consistent with national and regional planning strategies, guidelines and policies including national and regional population projections.
- To provide the policy framework for the settlement strategy and Local Area Plans, particularly in relation to land use zoning and population distribution.
- To ensure the co-ordination of infrastructural investment with settlements identified for future growth.
- To facilitate the population growth of Meath up to a projected population of 228,300 in the plan period and ensure the distribution of this population is targeted towards the growth centres identified in the Regional Spatial and Economic Strategy.

Transport is covered under Movement Strategy (Chapter 5) and Climate Change Strategy (Chapter 10) of the Meath County Development Plan, keeping in line with the Planning and Development Act 2000, and the Climate Action Plan 2019. The emphasis of these sections of the Plan is to encourage a modal shift towards sustainable transport while also providing for improvement in road infrastructure. The Plan states that "*The transport sector is the biggest contributor of GHG emissions in County Meath. The predominant source of this is private vehicle travel… The County has the highest rates of outbound commuting in the Country, much of which is car based. Encouraging people to move towards a higher uptake of public and active transport will therefore be critical if the emissions from this sector are going to be reduced. "*

The Plan lays out the Climate Change Objectives that are relevant to the Convent Road scheme:

1. To support the implementation of the Climate Action Plan 2019 and to facilitate measures which seek to reduce emissions of greenhouse gases in the Electricity, Enterprise, Built Environment, Transport, Agriculture and Waste sector.
2. To support the implementation of the Climate Action Plan 2019 and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 through the County Development Plan and through the preparation of a Climate Change Adaptation Plan in conjunction with all relevant stakeholders.

The following Movement Policies and Objectives of the Meath County Development Plan are applicable to the Convent Road Project:

MOV OBJ 3 - To ensure that design for cycle infrastructure for all relevant developments shall be carried out in accordance with the Greater Dublin Area Cycle Network Plan, other relevant design standards or any successors to these documents.

MOV POL 9 - To ensure that the design and planning of transport infrastructure and services accords with the principles of sustainable safety, in order that the widest spectrum of needs, including pedestrians, cyclists, the ageing population and those with mobility impairments are taken into account.

MOV POL 17 - To identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.

MOV POL 18 - To support the provision of a long-distance interconnecting walking/cycling route(s) between the Irish Republic and Northern Ireland.

MOV POL 19 - To support the NTA in the development of a strategic pedestrian network plan for the main urban centres of the County

MOV POL 20 - To encourage, where appropriate, the incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design schemes for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses.

MOV POL 21 - To require that adequate facilities for the secure parking of bicycles be provided at convenient locations close to public transport nodes and public transport interchanges.

MOV POL 22 - To prioritise the safe movement of pedestrians and cyclists in proximity to public transport nodes.

MOV OBJ 27 - To implement, in conjunction with the NTA, the recommendations of the NTA strategy with regard to walking and cycling infrastructure.

MOV OBJ 28 - To revise road junction layouts, where appropriate, to provide dedicated pedestrian crossings, reduce pedestrian crossing distances, provide more direct pedestrian routes, and reduce the speed of turning traffic

MOV OBJ 29 - To implement at appropriate locations pedestrian permeability schemes and enhancements.

MOV OBJ 31 - To implement at appropriate locations pedestrianisation schemes, particularly in central areas of high pedestrian footfall, such as core retail areas.

MOV OBJ 35 - To support the installation of appropriate traffic management measures on a case by case basis on the approach roads to all schools throughout the county in the interest of road safety.

3. Existing Conditions

This section of the report has been split into two sections to consider the conditions on Convent Road before and after the Section 38 Filtered Permeability Scheme Traffic Management Trial was implemented. The scheme comprised filtering out through traffic on Convent Road between the Riverside Estate and Convent Lane/Athlumney Castle Road to create a more spacious and safer provision for pedestrians and cyclists.

3.1 Conditions Prior to September 2021

The following section describes the conditions on Convent Road before any traffic management intervention was implemented in 2021.

Convent Road ties into the R153 Kenstown Road at its northern end with a narrow two-way carriageway (9.5m wall-to-wall, with 3m lanes, 2.5m footpath on west side and less than 1m footpath on the east side). See Figure 3.1. There was no cycle provision on this section of the road.

Figure 3.1: Convent Road at north end looking south (Source – Site Photo June 2021)

At the entrance to the Bedford Medical Centre, the road widths were as noted above. There was an uncontrolled pedestrian crossing at the medical centre, marked with white line road markings and tactile paving on the footpath. See Figure 3.2 below. There was no cycle provision on this section of the road.

Figure 3.2: Convent Road at Bedford Medical Centre (Source – Site Photo June 2021)

At the entrance to the St Michael's Loreto Secondary School, the road widens to a 7m carriageway. Tactile paving and dropped kerbs mark the pedestrian crossing across the school gate, and a pedestrian guardrail protects the pedestrian entrance to the school. Prior to June 2021, the grass area to the side of the school entrance was protected by solid bollards to prevent people walking on the grass. See Figure 3.3 and Figure 3.4 below. There was no cycle provision on this section of the road.

Figure 3.3: Convent Road at entrance to St Michael's Loreto Secondary School (Source – Site Photo June 2021)

Figure 3.4: Convent Road landscaping in front of St Michael's Loreto Secondary School (Source – Site Photo June 2021)

The road carriageway between the school and the Riverside Estate to the south consisted of (minimum) 4.5m carriageway and 1.4m footpath on the north side of the road. There was no pedestrian crossing to access the estate on the south side of the road from the footpath on the north side. The entrance to the estate is a wide bell-mouthed entrance measuring 22.5m across. There was no cycle provision on this section of the road.

Figure 3.5: Convent Road at Riverside Estate (Source – Site Photo June 2021)

The eastern edge of the entrance to the Riverside Estate marked the beginning of the one-way system for vehicle traffic. This applied to Convent Road from the Riverside Estate to the junction with Convent Lane and Athlumney

Castle Road. The one-way system was marked with signage at the entrance at either end (see Figure 3.6). There was no cycle provision on this section of the road.

Figure 3.6: Convent Road at Riverside Estate – one-way system (Source – Site Photo June 2021)

Between the Riverside Estate and the junction with Convent Lane and Athlumney Castle Road, Convent Road consisted of a one-way vehicle carriageway just less than 4m wide, with 1.5-2m footpath on the north side of the road only. There was no cycle provision on this section of the road. The route travels over the railway bridge (see Figure 3.7) and provides access to a site used by Tara Mines and the Athlumney Church Graveyard (Figure 3.8).

Figure 3.7: Convent Road at railway crossing (Source – Site Photo June 2021)

The route passes by the ruins of Athlumney Castle (Figure 3.8) and ends at the intersection with Convent Lane and Atlumney Castle Road (Figure 3.9). The southern extent of the scheme had a no entry sign for vehicle traffic (Figure 3.10). There was no cycle provision along this section of the scheme.

Figure 3.8: Convent Road at Athlumney Castle/Graveyard (Source – Site Photo June 2021)

Figure 3.9: Convent Road southern extent (Source – Site Photo June 2021)

Figure 3.10: No Entry Signage at Convent Road southern extent (Source – Site Photo June 2021)

3.2 As Built Condition 2021 to 2022

In October 2021, the Convent Road Filtered Permeability Scheme Traffic Management Trial was implemented. The scheme comprised filtering out through traffic on Convent Road to create a more spacious and safer provision for pedestrians and cyclists. The following section describes the scheme conditions during the trial implementation period.

The road widths on Convent Road were maintained as previously stated. However, as part of the traffic management trial, the road carriageway was designated as a shared street for vehicles and cyclists, with road markings and signage to indicate this to road users. Road markings were refreshed on this section of the road. See Figure 3.11.

Figure 3.11: Convent Road at north end (Source – Site Photos June 2022)

At the entrance to the Bedford Medical Centre, the road widths were maintained as per the previous section. The road markings and tactile paving that mark the pedestrian crossing at the centre were refreshed as part of the traffic management trial. The carriageway at this section is a shared street for vehicles and cyclists. See Figure 3.12 below.

Figure 3.12: Convent Road at Bedford Medical Centre (Source – Site Photos June 2022))

At the entrance to the St Michael's Loreto Secondary School, a "school zone" has been created with buff-coloured surfacing on the road carriageway, "School Ahead" warning sign, and bollards along the footpath edge. The tactile paving and footpath paving at the junction were upgraded. The turning radius for vehicles at the junction was narrowed using bollards and hatching, effective in slowing down vehicles navigating the junction. See Figure 3.13 for details.

Figure 3.13: Convent Road at entrance to St Michael's Loreto Secondary School (Source – Site Photos June 2022)

During the trial, a bench was added to the grassed area at the school entrance and wildflower planting was included to increase biodiversity. A gravel path was added and bollards removed for access to seating. The existing trees were maintained and four new trees were added. See Figure 3.14 for details.

Figure 3.14: Convent Road landscaping in front of St Michael's Loreto Secondary School (Source – Site Photos June 2022)

The road carriageway between the school and the Riverside Estate remains as previously described, except that the carriageway is now designated as a shared street for vehicles and cyclists. See Figure 3.15.

Figure 3.15: Convent Road at Riverside Estate (Source – Site Photos June 2022)

To the east of the Riverside Estate, at the point where the road previously changed to one-way system for vehicles, a modal filter was implemented as part of the Convent Road Filtered Permeability Scheme Traffic Management Trial. This consisted of installing a footpath on the south side of the road and concrete build-outs with bolt-down kerbs. This has the dual function of providing a pedestrian crossing to the Riverside Estate and narrowing the road to restrict vehicle access. The vehicle restriction is signposted, and buff-coloured surfacing and road markings and a bollard to indicate that the area is now a cycle way. See Figure 3.16 and Figure 3.17. Local access for vehicles is allowed, to ensure access to the Tara Mines Site and the Athlumney Castle Graveyard are maintained.

Figure 3.16: Convent Road at Riverside Estate – modal filter (Source – Site Photos June 2022)

Figure 3.17: Convent Road at Riverside Estate – modal filter (Source – Site Photos June 2022)

Between the Riverside Estate and the junction with Convent Lane and Athlumney Castle Road, the road carriageway is covered with buff coloured surfacing to show that it is for cyclists and local access only. There are large planters on the road to restrict access to vehicles. See Figure 3.18, Figure 3.19 and Figure 3.20.

Figure 3.18: Convent Road at railway crossing (Source – Site Photos June 2022)

Figure 3.19: Convent Road at railway crossing (Source – Site Photos June 2022)

Figure 3.20: Convent Road at Athlumney Castle (Source – Site Photos June 2022)

The southern extent of Convent Road marks the end of the cycle provision. Large planters and a bollard restrict entry to the scheme, and the signage now indicates no entry except for local access and cyclists. See Figure 3.21 and Figure 3.22. Sheffield bike racks have been installed in the grass verge at the intersection between Convent Road and Athlumney Castle Road (see Figure 3.23).

Figure 3.21: Convent Road southern extent (Source – Site Photos June 2022)

Figure 3.22: Signage at Convent Road southern extent (Source – Site Photos June 2022)

Figure 3.23: Sheffield bike racks on Athlumney Castle Road (Source – Site Photos June 2022)

3.3 User Sentiment Survey

As part of the Convent Road Filtered Permeability Scheme – Traffic Management Trial, a User Sentiment Survey was carried out by Meath County Council. 80 users of Convent Road were interviewed, including intercept interviews on Convent Road between 10am and 4pm on 26th and 31st May 2022, and students in the St Michael's Loreto Secondary School interviewed via Google Classroom on 24th May. The survey measured the following:

- Awareness & attitudes towards Convent Road Filtered Permeability Trial Scheme
- Perceived Benefits of the scheme
- Favourability towards sustainable transport/active transport measures
- Favourability towards Filtered Permeability on Convent Road

All of those surveyed (bar three tourists) were aware of the Convent Road Filtered Permeability Scheme, but 33% did not know the scheme's official name. 68% of those surveyed agreed that the scheme encourages active travel, 74% agreed that the scheme provides easier access for pedestrians and cyclists and 70% noted a more pleasant experience of using Convent Road due to the scheme. 67% of those surveyed expressed either slightly, moderately or significantly favourable attitudes towards a permanent Filtered Permeability Scheme on Convent Road. However, 30% of those surveyed said they were not at all in favour of making the scheme permanent, and there were a number of negative comments about the scheme. There were 15 comments about anti-social behaviour, 4 comments about traffic displacement and 9 complaints about the flower boxes on the scheme. Safety is a key concern for users of the scheme – there were 8 comments requesting CCTV, with people citing loitering and vandalism as the main issues with the scheme.

There is broadscale desire expressed for CCTV to be installed in order to deter anti-social behaviour. While many of those opposed to permanent pedestrianisation cited this as their rationale, these concerns were expressed across the board (amongst those in favour and opposed to the scheme). It should be noted that CCTV is to be made live on the scheme, but it hand not been installed at the time of the survey.

4. Proposed Road Development Overview

The proposed scheme aims to provide a safer and more spacious, traffic-free environment for pedestrians and cyclists in the permanent form. This has been implemented by installing traffic calming infrastructure including ramps and flexible bollards between the junction with the R153 Kentstown Road and the Riverside Estate, and by implementing filtered permeability between the Riverside Estate and the Convent Lane/Athlumney Castle Road junction. Access to this section of the road will be limited to local access, cyclists and pedestrians as per the trial scheme. The “school zone” at the entrance to the St Michael’s Loreto Secondary School attracts drivers’ attention to students in the area and encourages them to slow down.

4.1 Design Principles

The scheme is based on the following design principles:

- Installation of traffic calming ramps and flexile bollards in line with the Design Manual for Urban Roads and Streets (DMURS);
- Provision of pedestrian/cycle only access on Convent Road between Riverside Estate and the junction with Convent Lane/Athlumney Castle Road to meet the needs of cyclists as described in the National Cycle Manual.

4.2 Alternatives Considered

4.2.1 Introduction to Alternatives

MCC commenced a Part 8 planning process for the Athlumney to Trim Road Cycle and Pedestrian Scheme in December 2018. Following the feedback received during the public consultation process, a decision was taken to omit the section of the route on Convent Road from the entrance to St. Michael’s Loreto Secondary School to Athlumney Castle from the Part 8 Planning Application.

The NTA Cycling Design Office (CDO), on behalf of Meath County Council (MCC), undertook a review of the options considered for the Convent Road section of the Athlumney to Trim Road Cycle and Pedestrian Scheme, with the aim of identifying a preferred route option and to advance its implementation. This would identify the most appropriate option to complete the full route from Convent Road/Elm Park junction to the Athlumney to Trim Road/Beechmount Avenue junction.

This review considered the original Part 8 options for this section of the route, and also included additional feasible options. A selection of the options were carried forward to a Multi-Criteria Analysis (MCA) in order to identify an Emerging Preferred Option (EPO).

The options considered were as follows:

- Option A: Cantilevered Cycle and Pedestrian shared space at the rear of the wall on Convent Road (discounted);
- Option B: Kentstown Road rerouting with lane reduction at railway bridge (discounted);
- Option C: Convent Road widened by widening bridge on Convent Road and moving adjacent walls (discounted);
- Option D: Convent Road amended to shared space (discounted);
- Option E: Remove footway facilities and create a shared space area (discounted);
- Option F: Reroute along River Boyne and Andy Brennan Park (discounted);
- Option G: Do Nothing (add no cycle facilities) (discounted);
- Option H: Access vehicles only (south of Riverside) (brought forward as **Scheme Option 1**);
- Option I: One-way traffic (south of Riverside) with contra-flow cycle lane (brought forward as **Scheme Option 2**); and
- Option J: One-way traffic (south of Riverside) with cycle lanes either side (brought forward as **Scheme Option 3**).
- Option K – Route through Athlumney Castle Housing Estate (brought forward as **Scheme Option 4**); and
- Option L – Route to new river crossing south of Athlumney Bridge (discounted).

4.2.2 Scheme Options Assessment

The following four options were carried forward to MCA stage:

Scheme Option 1 - Local vehicular access only (south of Riverside)

This option proposes filtered permeability for pedestrians and cyclists only on the through route between the Riverside housing estate and the junction of Convent Road with Convent Lane and Athlumney Castle Road. Vehicular access to all properties on Convent Road (including the graveyard and Tara Mines site) is maintained but the through route is removed. The benefits of this option include:

- Reduced motor traffic giving improved air quality on Convent Road. Traffic would comprise (from the Athlumney Road end) local residents living on Convent Road and vehicular access to St. Michaels Loreto School. From the Athlumney side, traffic would comprise vehicles accessing the graveyard and a gated private access south of the railway bridge;
- Opportunity to redistribute road space to provide wider footpaths for pedestrians;
- An attractive cycle route that will allow for two-abreast cycling for people of all ages and abilities;
- No negative impact on heritage items, such as historic boundary walls; and
- No negative impact on existing trees and habitats.

Scheme Option 2 - One-way traffic (south of Riverside) with contra-flow cycle track

This option proposes eastbound traffic to remain as existing along Convent Road with a raised westbound contra-flow cycle track on the south side of the road. Eastbound cyclists would still have to share the carriageway with motor traffic. The advantages of this option over the current situation include:

- Allows for cycling in the westbound direction and provides a direct cycling link to the town from Athlumney that does not currently exist.
- No negative impact on heritage items, such as historic boundary walls; and
- No negative impact on existing trees and habitats.

This option has several disadvantages, namely:

- Little or no scope to widen the existing footpath along the road;
- Does not provide a cycling facility for all ages and abilities (in the eastbound direction).

Scheme Option 3 - One-way traffic (south of Riverside) with cycle tracks both sides

This option proposes road widening to provide cycle tracks on both sides of the carriageway and a widened footpath on the north side of the road. The additional road width would be provided by setting back the existing wall on the northern side of Convent Road. The eastbound cycle lane would terminate east of Athlumney Bridge due to lack of available road width. Eastbound cyclists would still have to share the carriageway with motor traffic from this point. The advantages of this option over the current situation include:

- Provides a widened footpath along the majority of this section of Convent Road; and
- Allows for cycling in the westbound direction and provides a direct cycling link to the town from Athlumney that does not currently exist. It provides improved cycling facilities in the eastbound direction along approximately half of this section of the route.

This option would have negative impacts on heritage items, such as historic boundary walls; and negative impacts on existing mature trees and habitats.

Option 4 - Bridge widening and route through Athlumney Castle Housing Estate

This option comprises road widening to the north of Athlumney Bridge, plus widening over the railway (e.g. by means of a new pedestrian/cycle bridge). South of the railway bridge, the route would divert off Convent Road into Athlumney Castle housing estate. This option would allow cyclists and pedestrians to bypass a large section of

Convent Road and divert to an area with better passive supervision. It would also require less road widening than Option 3 (i.e., no widening south of railway line). The advantages of this option over the current situation include:

- Provides a widened footpath along the full length of this section of the route; and
- Allows for fully segregated cycling facilities along the full length of this section of the route.

As with Option 3, this option would have negative impacts on heritage items, such as historic boundary walls; and negative impacts on existing mature trees and habitats.

4.2.3 Multi-Criteria Analysis (MCA)

Based on the multi-criteria analysis of the four feasible scheme options listed above, Scheme Option 1 (filtered permeability and local vehicular access only) appears to offer advantages over the other options under several criteria, including road safety, environment, quality of service and capital cost. Option 1 has emerged as the preferred option with the following benefits:

- Reduced motor traffic giving improved air quality on Convent Road;
- Opportunity to redistribute road space to provide wider footpaths for pedestrians;
- An attractive cycle route that will allow for two-abreast cycling for people of all ages and abilities;
- Maintains access to all properties on Convent Road;
- No negative impact on heritage items, such as historic boundary walls; and
- No negative impact on existing trees and habitats.

4.3 Emerging Preferred Scheme Description

The key aspects of this scheme include:

- Maintaining two-way traffic access on Convent Road between Kentstown Road junction and the Riverside Estate;
- Localised road narrowing at Riverside Estate by means of concrete build outs and large planters to restrict vehicle access between Riverside Estate and the Convent Lane/Athlumney Castle Road junction;
- Improved accessibility for pedestrians and cyclists, with cycling allowed in both directions along the full length of Convent Road while vehicle access is restricted at Riverside Estate;
- Installation of a “school zone” including buff coloured surfacing, tactiles and bollards at the St Michael’s Loreto Secondary School;
- Provision of improved landscaping at the entrance to the St Michael’s Loreto Secondary School;
- Upgrade to the existing public lighting;
- Installation of ducting and poles for a new CCTV system (installation of cameras pending a separate Part 8 Application which applies to all of Navan Town)
- Installation of 3 Sheffield bike stands at Convent Road/Athlumney Castle Road junction;
- Provision of all associated traffic signs and road markings.

The proposed scheme layout is shown in Appendix A.

4.4 Adjoining Schemes

Recent projects in areas adjoining the Convnet Road Filtered Permeability Scheme include:

- A recent upgrade (February 2020) of the Kentstown Road was undertaken, running from the Convent Road junction, over the New Bridge across the River Boyne, past the Timmons hill junction and along the Kells Road north of the bridge. This included remedial works on the existing masonry arch bridge, widening the bridge by adding a cantilever cycle/pedestrian path, and widening the junction with Timmons Road and the Kells Road.

- The Trim Road scheme is currently at detailed design stage (July 2022). The route is approximately 1.5 km in length. From west to east, the route travels along Trim Road from the Beechmount Avenue junction to Railway Street, connecting with the recently constructed roundabout at the Solstice Arts Centre and onto Circular Road, where it then connects to the Kells Road, and follows the River Boyne northbound to the New Bridge. The scheme is upgrading Railway Street and the R161, Circular Road and Kells Road, providing a long link through Navan. The route will include raised cycle tracks, where possible with vertical segregation from traffic by means of a raised kerb.

In the future, MCC aim to extend eastwards the pedestrian and cycle facilities on Convent Road, through Elm Park, the Orchard, and Kentsown Road as far as the existing cycle infrastructure on Metges Road, which in turn leads to Johnstown. It is also planned to link the Convent Road pedestrian infrastructure to the existing pedestrian bridge over the River Boyne, into the Town Centre and along Trim Road.

5. Impacts of the Scheme

5.1 Traffic and Transport Assessment

The CDO has undertaken a Transport Assessment report, reviewing the proposed scheme against the existing conditions. The scheme proposes to make permanent the Filtered Permeability Scheme on Convent Road. This will have a nominal impact on the existing traffic flows on Convent Road and the surrounding links.

The proposed scheme will improve the pedestrian and cyclist infrastructure to meet the scheme objectives in terms of promoting sustainable transport. The report notes that the results of the junction modelling indicates that the existing R153/Boyne Road and R153/The Orchard junctions will have an increase in traffic volumes as a result of the proposed scheme. However, the Threshold Analysis showed that the increase in traffic will be less than 10%, in line with the TII Guidelines for Traffic Assessment. Based on this percentage impact analysis it has been determined that the junctions will not be subject to detailed traffic modelling, as the junctions are under the threshold requirements for junction modelling.

On this basis, the traffic impacts of the scheme are considered to be minimal.

5.2 Appropriate Assessment (AA) Screening Report

The proposed development is subject to relevant EU Environmental Directives and application National Legislation, Policies, Plans and Guidelines. This requires that screening is required to projects to examine if any impacts are likely on natura 2000 Sites, that is Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

An AA Screening Report has been prepared by ROD, which concluded:

- There is considered to be no possibility of effects from the Proposed Scheme itself on any European Site, SCI / QI species or supporting habitat
- Consequently the in-combination assessment also concludes that there is no potential for in combination effects to arise with any other projects or plans;
- Therefore in view of best scientific knowledge and on the basis of objective information, it is concluded that the Proposed Scheme, whether individually or in combination with other plans or projects, beyond reasonable scientific doubt is not likely to have significant effects on any European Site.
- Therefore, there is no requirement to proceed to the next step of Appropriate Assessment and in subject to other requirements the Proposed Scheme can be authorised.

5.3 EIA Screening

The CDO has undertaken an EIA Screening Report to inform the proposed scheme. The purpose of the EIA Screening Report was to determine whether the preparation of EIAR is required for the proposed scheme. The assessment identifies that the proposed scheme does not meet the criteria or minimum thresholds outlined in Section 50(1)(a) of the Roads Act 1993 (as amended) or Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001 (as amended), and therefore does not trigger the requirement for a mandatory EIA.

A sub-threshold screening assessment was undertaken in accordance with selection criteria outlined in Annex III of the EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended) in order to determine whether or not the Proposed Development would be likely to have significant effects on the environment.

5.3.1 Methodology

The EIA screening methodology undertaken was as follows:

- The initial step involves checking the Proposed Development against the requirements as laid out by the Roads Act 1993 (as amended) which require a mandatory EIA; and
- Should the Proposed Development not exceed any of the thresholds outlined in Section 50 of the Roads Act 1993 (as amended) for the mandatory requirement to prepare an EIA the Proposed Development would then be assessed on a case-by-case basis to determine whether or not the Proposed Development is likely to have any significant impacts on the existing environment. This takes into consideration Section 50 of the Roads Act 1993 (as amended) which draws upon the requirements of Annex III of the EIA directive.

A significant environmental impact has the potential to occur as a result of the nature, the scale, massing or magnitude of a proposed development and the intended location of the development in relation to particular environments sensitive to the development. As per the EPA's '*Guidelines on the information to be contained in Environmental Impact Assessment Reports*', a significant effect can be defined as "*An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment*" (EPA, 2022).

5.3.2 Initial Screening

The initial screening of the Proposed Development was undertaken against the mandatory requirements necessitating an EIA as required by the Roads Act 1993 (as amended). It has been assessed that the Proposed Development does not trigger the mandatory criteria for an EIA as set out by Section 50 of the Roads Act 1993 (as amended).

5.3.3 Sub-Threshold Screening

For the purpose of a robust screening process the Proposed Development was evaluated using the criteria set out in Annex III of the Directive 2014/52/EU in considering whether a project is likely to have significant environmental effects. The criteria are as follows:

- Characteristics of Proposed Development;
- Location of Proposed Development; and
- Type and Characteristics of Potential Impacts.

No likely adverse significant effects are anticipated as a result of the Proposed Development. The Proposed Development does not screen in for a mandatory EIA under mandatory criteria as set out under the Roads Act 1993 (as amended) and does not screen in for EIA under sub-threshold assessment.

6. Summary and Recommendations

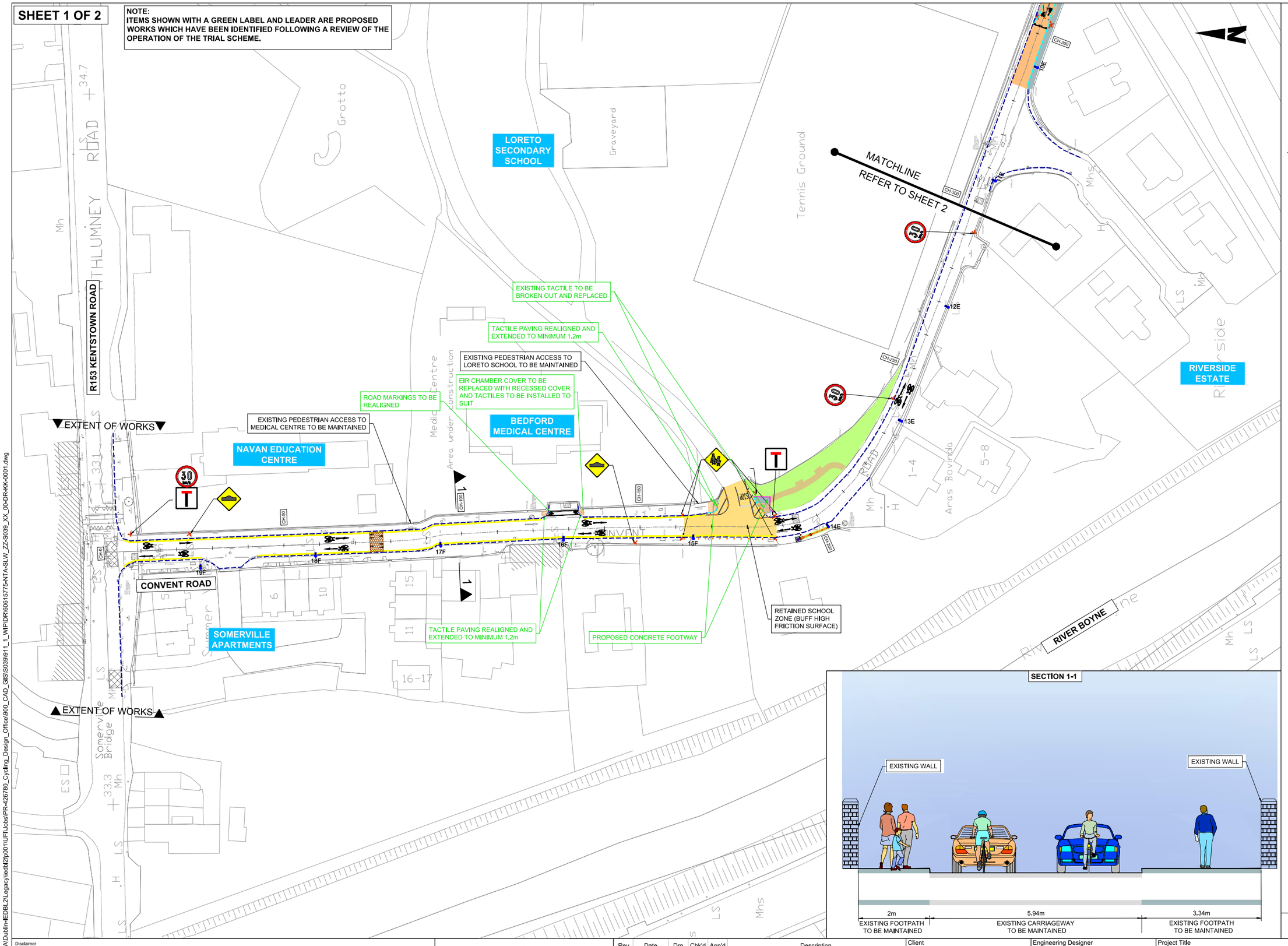
The proposed works in the Convent Road Scheme will provide an important permanent upgrade to a key area in the Navan town transport network. The improvements to the cycling and pedestrian facilities on Convent Road between the R153 Kentstown Road junction and the Convent Lane/Athlumney Castle Road junction are an important development to the area and will encourage the use of active travel.

Following a review of the existing conditions, constraints, and alternative options, the emerging preferred option is shown in AECOM Drawings 60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0001 and 60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0002 in Appendix A. The detailed design for the preferred option has been undertaken in accordance with DMURS and the National Cycle Manual and is to be progressed to Part VIII Planning Application.

Appendix A – General Arrangement Drawings

SHEET 1 OF 2

NOTE:
ITEMS SHOWN WITH A GREEN LABEL AND LEADER ARE PROPOSED WORKS WHICH HAVE BEEN IDENTIFIED FOLLOWING A REVIEW OF THE OPERATION OF THE TRIAL SCHEME.



SECTION 1-1

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF MEATH COUNTY COUNCIL.
2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
3. EMPLOYERS REP TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
5. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

LEGEND:

- 125mm HIGH KERB AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL I
- DROP KERB AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL I
- CYCLE LANE BUFF SURFACE AS PER SPECIFICATION
- BUFF HIGH FRICTION SURFACE AT SCHOOL ZONE AS PER SPECIFICATION
- BUFF TACTILE PAVING AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL C
- TREE AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0005
- PLANTERS AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0005
- BOLLARD TYPE A AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL B
- BOLLARD TYPE B/C AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL B
- RAISED TABLE AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL A
- CCTV POLE AS PER DRAWING 60615775-NTA-ITS_TV-S039_XX_00-DR-KK-0001 & 0002
- FOOTPATH UPGRADE AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL D
- LANDSCAPING UPGRADE AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0001 & 0002
- PEDESTRIAN PARK PATH AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0001 & 0002
- PUBLIC LIGHTING HEAD ON EXISTING ESB POLE BY OTHERS
- PUBLIC LIGHTING HEAD ON NEW COLUMN
- EXISTING KERB
- EDGING KERB
- EXISTING KERB TO BE REMOVED
- TEMPORARY KERB

PART 8 PLANNING

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	31.08.2022	MWG	SK	MD	ISSUED FOR PART 8 PLANNING

Client: NTA Údarás Náisiúnta Iompair / National Transport Authority; comhairle chontae na mí / meath county council

Engineering Designer: CYCLING DESIGN OFFICE

Project Title: **CONVENT ROAD FILTERED PERMEABILITY SCHEME**

Drawing Title: GENERAL ARRANGEMENT SHEET 1 OF 2

Date	Scale	Drawn	Checked	Approved
31.08.2022	1:500@A1 1:1000@A3	MWG	SK	MD

Project Code	Originator Code	QMS Code
60615775	NTA	S039

Drawing File Name: 60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0001 | Sheet Number: 1 of 2 | Status: D4 | Rev: P01

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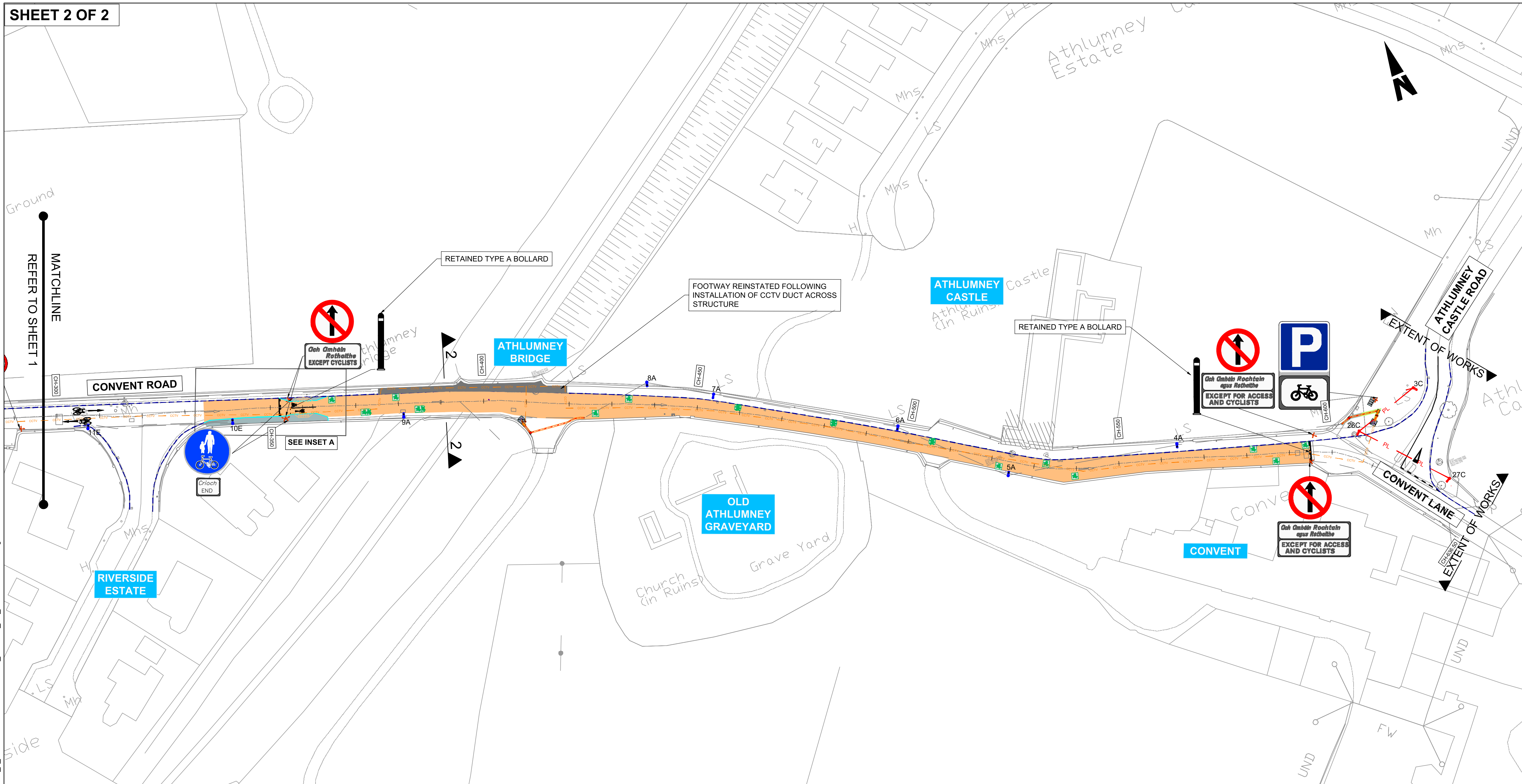
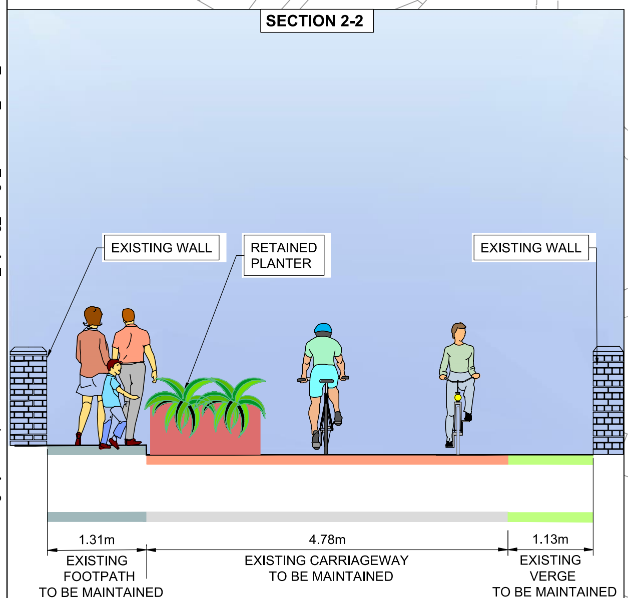
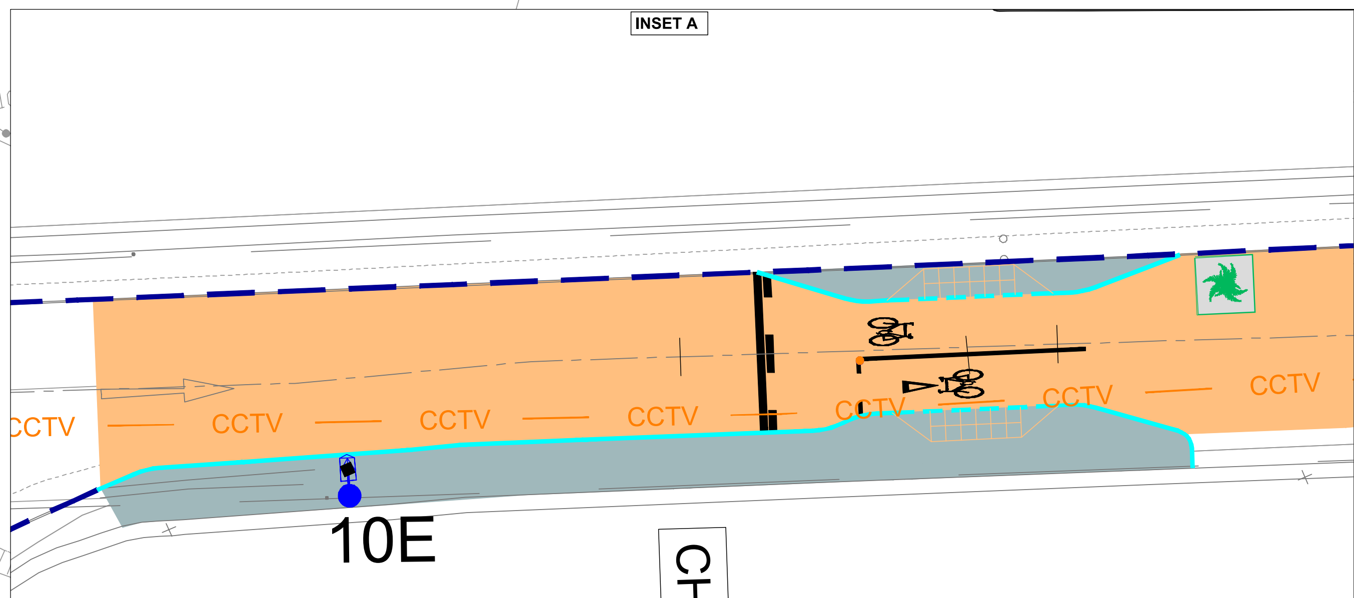
SHEET 2 OF 2







ORDNANCE SURVEY IRELAND LICENCE NO **CYAL50217544**
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NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF MEATH COUNTY COUNCIL.
2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
3. EMPLOYERS REP TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
5. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

LEGEND:

- 125mm HIGH KERB AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL I
- DROP KERB AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL I
- CYCLE LANE BUFF SURFACE AS PER SPECIFICATION
- BUFF HIGH FRICTION SURFACE AT SCHOOL ZONE AS PER SPECIFICATION
- BUFF TACTILE PAVING AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL C
- TREE AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0005
- PLANTERS AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0005
- BOLLARD TYPE A AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL B
- BOLLARD TYPE B/C AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL B
- RAISED TABLE AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL A
- CCTV POLE AS PER DRAWING 60615775-NTA-ITS_TV-S039_XX_00-DR-KK-0001 & 0002
- FOOTPATH UPGRADE AS PER DRAWING 60615775-NTA-SCD_ZZ-S039_XX_00-DR-KK-0001 DETAIL D
- LANDSCAPING UPGRADE AS PER DRAWING 60615775-NTA-ENV_LA-S039_XX_00-DR-KK-0001 & 0002
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Project Code	Originator Code	QMS Code	Drawing File Name	Sheet Number	Status	Rev
60615775	NTA	S039	60615775-NTA-SLW_ZZ-S039_XX_00-DR-KK-0002	2 of 2	D4	P01

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