

KILDARE COUNTY COUNCIL



PLANNING DEPARTMENT

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development	Grand Canal Greenway Link
Site Location	Sallins, Co. Kildare, specifically the junction of the R407 and Canal View, and the junction of Church Avenue and R403.
Development proposed by	Strategic Projects and Public Realm
Display period	Advertised in the Nationalist and in the Leinster Leader and Kildare nationalist on the 9 th January 2024 Public display period from 10 th January 2024 - 22 nd February 2024 Submissions to be made by 22 nd February 2024
Submissions/observations	509 No. submissions received. A report on the submissions is included in Appendix B. A list of people who made submissions/observations is provided in Appendix C
Part 8 Reference Number	P82023.07

1. Site Location & Context

The proposed development is located in Sallins, County Kildare at the junction of the R407 and Canal View, and the junction of Church Avenue and R403. The Grand Canal Greenway consists of two phases and both meeting in Sallins. The proposed Sallins Greenway Link will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities. The proposed development will also improve the greenway user connectivity to the town of Sallins, increasing footfall along Main Street and in central commercial areas.

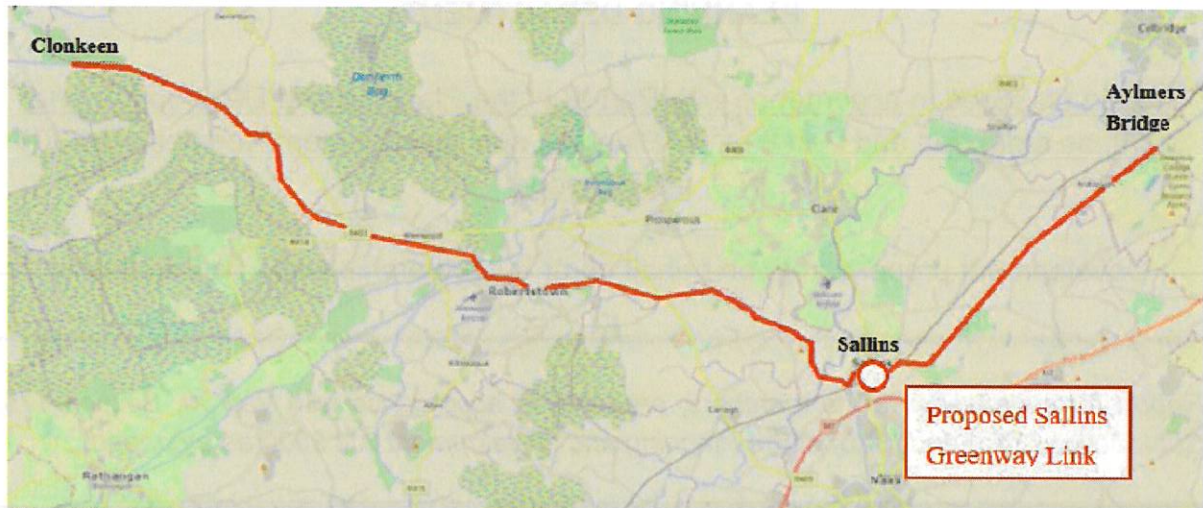


Figure 1 – Grand Canal Greenway

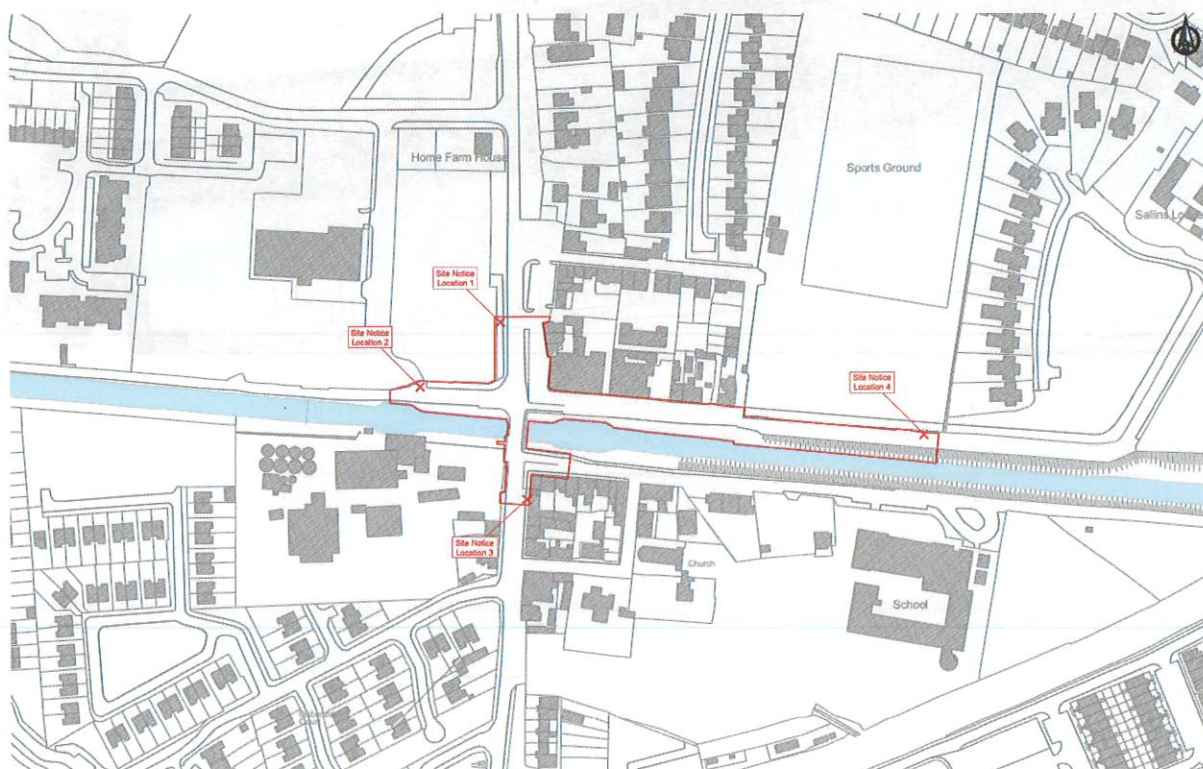


Figure 2 – Proposed development location for the Greenway Link

2. Description of the Proposed Development

The scheme comprises of connecting the two Greenway phases in Salins. The proposed works consists of:

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





4. Referrals and Consultations

The referrals and consultation process has been summarised in the 'Submission Report' prepared by the Strategic Projects and Public Realm Section and an appropriate response to submissions and issues raised is contained in Section 4 of the report. There were 509 submissions received in total and the breakdown is as follows:

- Prescribed Bodies:
 1. HSE Environmental Health Service
 2. National Transport Authority
 3. An Garda Síochána
- Public Submissions:

See Appendix C for full list
- Community Submissions
 1. Sallins Biodiversity Group
 2. Sallins Community Council
 3. Irish Doctors for the Environment (NGO and registered charity)
- Elected Members + Kildare County Council Internal Sections Consultation:
 1. Cllr. Carmel Kelly
 2. Cllr. Bob Quinn
 3. Cllr. Seamie Moore
 4. James Lawless TD
 5. KCC Roads Transportation and Public Safety
 6. KCC Water Services

5. Relevant Planning History

P82018.012 – Kildare County Council in conjunction with Waterways Ireland is proposing the construction of a recreational Greenway, a high-quality shared cycle way and footpath predominantly on the existing towpaths of the Grand Canal, the majority of which is also a National Way-marked Trail (The Grand Canal Way). The Greenway will traverse County Kildare from the Dublin Border to the Offaly border and forms part of a larger project which will see the greenway extend from the Docklands in Dublin City to Shannon Harbour in Offaly.

6. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

- *The Project Ireland 2040 National Planning Framework*
- *Building on Recovery - Infrastructure and Capital Investment 2016 – 2021*
- *Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport; Road Safety Authority Road Safety Strategy 2013 – 2020;*
- *Transport Strategy for the Greater Dublin Area 2016 – 2035*
- *Smarter Travel – A sustainable Transport Future*
- *National Cycle Manual*
- *National Cycle Policy Framework 2009-2020*
- *People, Place and Policy Growing Tourism to 2025*
- *Climate Action Plan 2021*
- *Health Ireland Framework 2019-2025*
- *Design Manual for Urban Roads and Streets (2013)*
- *The Action Plan for Rural Development Realising our Rural Potential*
- *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, (2009)*
- *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, (2009)*

National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance our environment. The Framework Plan identifies that the creation of compact development in existing urban centres or "Compact Growth" as the first National Strategic Outcome. The outlined policies and actions which the proposed development supports include;

- 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.
- 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.

Regional Spatial and Economic Strategy

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

Transport Strategy for the Greater Dublin Area 2016 – 2035

The Strategy outlines a suite of public transport and highway proposals to be implemented through the GDA over the period 2016 to 2035. The Strategy is intended to guide decisions on transport throughout the GDA and will contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people. The NTA Transport Strategy comprises a longer-term analysis of the needs of the transport network within the GDA.

Kildare County Development Plan 2023 – 2029

The Kildare County Development Plan 2023-2029 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed development:

Chapter 5 – Sustainable Mobility and Transport

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

Sallins Local Area Plan 2016 – 2022

The lands surrounding the proposed development are zoned town centre and Open Space & Amenity – it is the aim of the Local Area Plan to promote and ensure a sustainable, integrated transport system for Sallins that prioritises walking, cycling and public transport, and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development. While the LAP is expired, Kildare County Council will have regard to the plan until such time as it is reviewed or another plan made.

The following policies/objectives of the Sallins Local Area Plan 2016-2022 are of particular relevance to the proposed development:

PCO 3: To further develop a network of safe, high quality, cycle routes throughout the town by carrying out a Cycle Network Study, having regard to the NTA Greater Dublin Area Cycle Network Plan to determine appropriate cycle routes, having due regard to those indicated on Map 2.

TO4: It is an objective of the Council to support the development of green routes in Sallins in accordance with the Greater Dublin Area Cycle Network Plan (2013) published by the National Transport Authority.

PCO7: It is an objective of the Council to improve pedestrian and cycle infrastructure at the following bridge locations; Main Street (Rail), Main Street (Canal), and Osberstown (Canal).

Built / Natural Heritage

Built Heritage	There are several NIAH registered buildings and protected structures in the vicinity of the site associated with Sallins main street. Registered NIAH buildings of note are Sallins Bridge, NIAH Ref 11811016, NIAH Ref 11811017 and 11811018. There are two Protected Structures (B19-24 and B1932) on the opposite side of the canal from the subject site
Archaeological Heritage	There are no national monuments, sites in close proximity to the subject site.
Natural Heritage	GIS indicates the pNHA area for the Grand Canal is within the subject site. The site is located approximately 8.1km from Ballynafagh Bog SAC and c8.1km from Ballynafagh Lakes SAC. An Appropriate Assessment Report was undertaken by the Applicant. The outcome of the AA Screening is that there is no requirement for an Appropriate Assessment. The Planning Department agrees with the findings and conclusions of the AA Screening.
Landscape Character	Northern lowlands- Areas with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area

7. Assessment

The lands surrounding the proposed development are A – 'Town Centre and F – 'Open Space and Amenity'.

The zoning objectives of these lands seek to protect and enhance amenity of residential communities. Therefore, the principle of the proposed greenway link is acceptable.

The justification and benefit of the proposed development has been set out in the Part 8 Report prepared by the Strategic Projects and Public Realm Section. Kildare County Council agrees with the rationale put forward. That the proposed development will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities.

The Grand Canal Greenway is a 38.5km walking and cycling facility in Co. Kildare which follows the route of the existing Grand Canal towpath. The towpath stretches from Kildare's border with Dublin to Kildare's border with Offaly and runs through the following townlands; Lyons, Clonaghilis, Tipperstown, Ardclough, Boston, Clownings, Baronrath, Keeloges, Alasty, Killeenmore, Killeenbeg, Sherlocktown, Kerdiffstown, Sallins Osberstown, Waterstown, Burgettstown, Landenstown, Donore, Goatstown, Downings South, Moods Mylerstown,

Robertstown, Lowtown, Derrymullen, Allenwood, Killinagh, Ballybrack, Kilpatrick, Ticknevin, Ballyhagan, and Clonkeen. The Grand Canal Greenway will eventually extend from Grand Canal Dock in Dublin to Shannon Harbour and that it will become an international Greenway of significance capturing the essence of rural Ireland. This will promote Kildare as a tourist destination and provide opportunities for new visitor growth as well as providing linkage between communities.

The Grand Canal Greenway is in two phases as stated above. Phase 1 stretches from Aylmers Bridge on the Kildare-Dublin border to the proposed pedestrian bridge in Sallins, Co. Kildare. Phase 2 stretches from Sallins to Clonkeen on the Offaly border. Phase 1 is currently under construction and is expected to be open to the public later this year. Phase 2 is currently at the detailed design stage.

The proposed development therefore will connect the two green routes together in Sallins. Phase 1 terminates at the proposed pedestrian bridge in Sallins while phase 2 begin on the western edge of Sallins along Osberstown Road. Currently there is no active travel infrastructure between these points and as such the proposed greenway link will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities.



The proposed development will improve greenway user connectivity to the town of Sallins, increasing footfall along Main Street and in central commercial areas. The greenway link will also connect existing footpaths and cycle lanes along the R407 directly to Sallins GAA grounds and St Laurence's Catholic National School on the southern side of the proposed Sallins pedestrian bridge.

It is considered that the proposed development will contribute to the delivery of the Grand Canal Greenway that will encourage people to walk or cycle. It will provide opportunities for participation in outdoor activities that enhances a sense of positive community pride and identity. The development will also help improve air and water quality and provide enjoyable and safe options for transportation, which reduces air pollution. The greenway link is not exclusively for greenway users and will also improve active travel permeability in Sallins.

The proposed greenway link at Sallins mainly consists of a 4.0m wide shared space running from the proposed Sallins Pedestrian Bridge to Osberstown Road. Where this shared space intersects with the R407 regional road; pavement buildouts, a raised table, and a toucan

crossing are proposed. This signalised crossing point will allow greenway users to safely traverse the busy R407, providing an uninterrupted greenway experience. 1no. 7m high double head signal pole will be provided as the primary pole to improve driver visibility on the southern approach where the existing humpback bridge reduces sightlines.

The proposed raised table will highlight pedestrian and cyclist priority, while the pavement buildouts, change in surfacing, and 6.0m wide roadway will act as traffic calming features to encourage slower vehicle speeds. The wide pavement buildouts and proposed planting will also create a public realm area in the middle of Sallins. Existing cycle lanes along the R407 will tie-in with the shared space and road crossing facilities and appropriate tactile paving will be provided where the shared space splits into dedicated footpaths and cycle lanes to aid vulnerable road users.

The existing vehicle ramp will be replaced with a pedestrian ramp of smaller footprint which will bring greenway users from Canal View to the crossing point on the R407. Concrete upstands and guardrails at the pedestrian only ramp will be sourced to match existing. Where possible, existing upstands and guardrails will be retained to blend the proposed ramp seamlessly into the surrounding structure.

The proposed ramp will require the construction of 2no. reinforced concrete retaining walls. The proposed retaining walls will be backfilled with suitable fill material and geotextiles. A masonry finish will be applied to the external surface of the proposed retaining walls to match the existing structure. Existing retaining walls and fill material, which surround the proposed structure, will be retained if deemed suitable.

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

The proposed development is consistent with the provisions of the Kildare County Development Plan. Having regards to the design, scale and setting of the scheme, it is considered that no traffic hazard will occur as a result of the proposed development.

Appropriate Assessment

An Appropriate Assessment Screening was carried out in compliance with the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. The Appropriate Assessment Screening report concluded that there is no requirement for an Appropriate Assessment. The works are minor and are to be carried out on pre-existing urban areas, thus minimising the potential impacts on the environment. Any European Sites in proximity of the proposed works were further assessed and it was found that the Sites were not at risk of impact.

EIAR

An EIAR screening report was also included with the application. The report concluded the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

It is considered that the proposed development would assist in the realisation of the relevant Kildare County development plan and Sallins local area plan policies and objectives detailed in this report. It is therefore considered that the proposed development complies with the Kildare County Development Plan 2023-2029 and the Sallins Local Area Plan 2016-2022.

8. Conclusions

Having regard to:

- The provisions of the Kildare County Development Plan 2023 – 2029,
- The Sallins Local Area Plan 2016-2022,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,
- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out below,

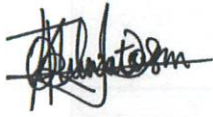
It is considered that the proposed Part 8

- Would be in accordance with the provisions of the Kildare County Development Plan 2023–2029 and the Sallins Local Area Plan 2016-2022 and would therefore be in accordance with the proper planning and sustainable development of the area.

9. Recommendation

It is recommended to the Mayor and Members of the Naas Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 10th January 2024, except where altered or amended by the following modifications.
2. All design elements are to be completed in accordance with the relevant design standards and codes of practice
3. The proposed development shall not impair existing land or road drainage.
4. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.
5. The modifications as detailed in the Transportation, Mobility & Open Spaces and Water Services reports and responded to by the Strategic Projects and Public Realm Section in its report on submissions, shall be agreed prior to commencement of development.
6. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office
7. In the interests of residential amenity the hours of construction activities on the site shall be restricted from Monday to Friday 07.00 - 18.00, Saturday 08.00 - 14.00 or as agreed with the Planning Department. No building activity shall be undertaken on Sundays and Bank Holidays under any circumstances.



Kehinde Oluwatosin
Senior Executive Planner
16/04/2024



Aoife Brangan
A/SP
16/04/24

Angela
CE 1/may 2024.

APPENDIX A

APPROPRIATE ASSESSMENT SCREENING REPORT



APPROPRIATE ASSESSMENT SCREENING REPORT AND DETERMINATION

(A) Project Details

Planning File Ref	P82023.07
Applicant name	Strategic Projects and Public Realm
Development Location	Sallins, Co. Kildare, specifically the junction of the R407 and Canal View, and the junction of Church Avenue and R403.
Site size	0.8653 Ha
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	The nearest Natura 2000 sites are the Ballynafagh Bog SAC (Site Code 000391) and Ballynafagh Lake SAC (001387), which are located approximately 8.1km of the subject site

Description of the project/proposed development

The scheme comprises of connecting the two Greenway phases in Salins. The proposed works consists of:

- Provision of pavement buildouts and a raised table at the R407 junction with Osberstown Road;
- Provision of traffic signals, warning signage, road markings, tactile paving, and a raised toucan crossing across the R407;
- Provision of a 4.0m wide shared space along the northern side of Osberstown Road;
- Removal of 4no. parking spaces along Osberstown Road to facilitate shared space;
- Extension of existing cycle lanes along the R407;
- Widening of existing footpaths along the R407 within the development boundary;
- Provision of traffic bollards alongside ramps and raised tables to prevent accidental vehicle access;
- Repair of existing tactile paving along the R407 within the development boundary;
- Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space;
- Provision of 4.0m wide shared space along southern side of Canal View;
- Removal of 20no. parking spaces along Canal View to facilitate shared space;
- Extension and repair of existing footpath along northern side of Canal View;
- Provision of grass areas, planting, pavement buildouts, and cycle parking along Canal View;

- Provision of 'Pencil Bollards' to highlight proximity to school at Sallins Pedestrian Bridge;
- Closure of vehicular ramp at R407 junction with Church Avenue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles, and;
- Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community.

(B) Identification of Natura 2000 sites which may be impacted by the proposed development

			Yes/No If answer is yes, identify list name of Natura 2000 site likely to be impacted.
1	Impacts on sites designated for freshwater habitats or species. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i>	No
2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i>	No
3	Impacts on designated terrestrial habitats. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i>	No
4	Impacts on birds in SPAs <u>Sites to consider:</u> Poulaphouca Reservoir	<i>Is the development within a Special Protection Area, or within 5 km of same?</i>	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G) SCREENING DETERMINATION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Having regard to the nature and scale of development proposed, combined with the distance to the nearest SAC it is not considered that the development has the potential to significantly impact the SAC network		
Name:	Kehinde Oluwatosin	
Position	Senior Executive Planner	
	16/04/2024	

PROPOSED SALLINS GRAND CANAL GREENWAY LINK

REPORT ON PART 8 SUBMISSIONS

PROPOSED SALLINS GRAND CANAL GREENWAY LINK



CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE & PLANNING



Kildare County Council
Comhairle Contae Chill Dara

Report prepared in accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) and the Planning and Development Act 2000 (as amended).

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1. PROCEDURE

In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001, (as amended), notice of the proposed development was given by the placement of notices in Leinster Leader and Kildare Nationalist, editions dated the of 9th January 2024.

Four site notices were erected on the Part 8 site area. These notices were maintained in place for the prescribed period.

Plans and particulars of the proposed development, Ref. No. P82023.07, were available for inspection during normal opening times at Kildare County Council at Aras Chill Dara, Devoy Park, Naas, Co. Kildare, during public opening hours 9:00 a.m. – 5:00 p.m. Monday to Friday for a period of 6 weeks from 10th January to 22nd February 2024 (inclusive).

The plans and particulars of the proposed development were also available to view online, during the period noted above, on Kildare County Council's website at:

Details of the proposed development are also available on Kildare County Council's website online at:

<https://kildarecoco.ie/AllServices/Planning/Part8Schemes/StrategicProjectsandPublicRealm/index.html> or from the QR code associated with the Part 8.

Submissions and observations with respect to the proposed development and dealing with the proper planning and sustainable development of the area could be made, in writing, to Pamela Pender, Senior Executive Officer, Planning, Strategic Projects & Public Realm, Kildare County Council, Devoy Park, Naas, Co. Kildare up to 5.00 pm on 22nd February 2024 or online at:

<https://consult.kildarecoco.ie/en/consultation/part-8-proposed-sallins-grand-canal-greenway-link>

or by email to gcgreenway@kildarecoco.ie.

2. SITE LOCATION AND DESCRIPTION

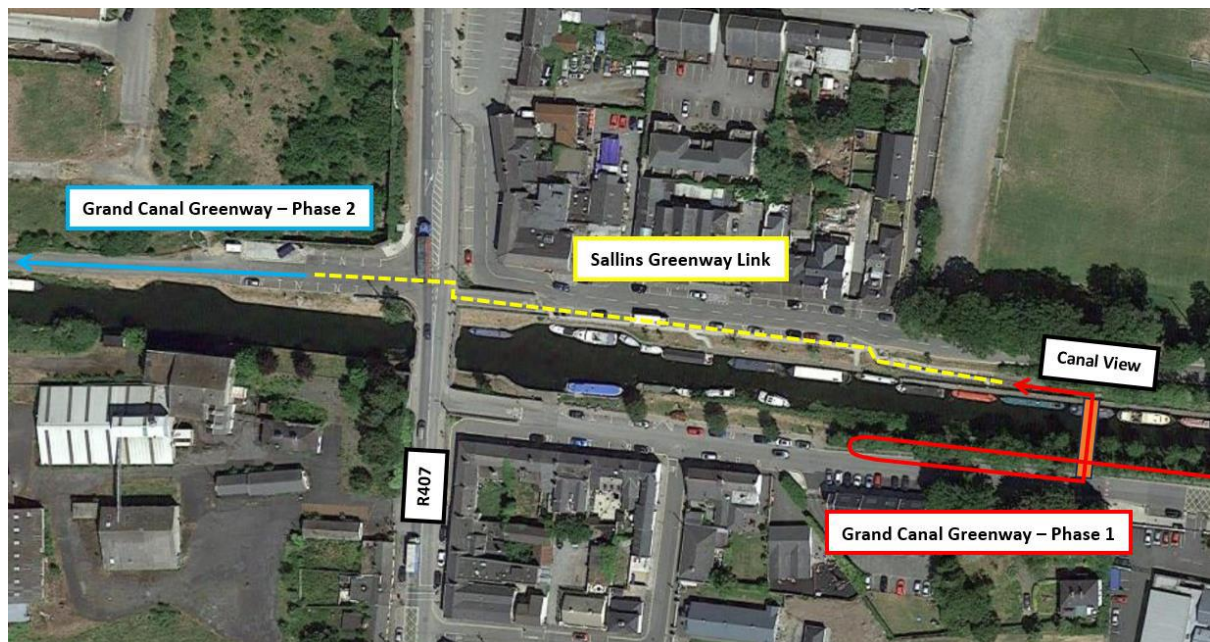
The proposed Grand Canal Greenway is a 38.5km walking and cycling facility in Co. Kildare which follows the route of the existing Grand Canal towpath. The towpath stretches from Kildare's border with Dublin to Kildare's border with Offaly and runs through the following townlands; Lyons, Clonaghlin, Tipperstown,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

The Grand Canal Greenway consists of two phases. Phase 1 stretches from Aylmers Bridge on the Kildare-Dublin border to the proposed pedestrian bridge in Sallins, Co. Kildare. Phase

PROPOSED SALLINS GRAND CANAL GREENWAY LINK

2 stretches from Sallins to Clonkeen on the Offaly border. Phase 1 of the greenway route is currently under construction and is expected to be open to the public in 2024. Phase 2 is currently at the detailed design stage.

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



3. PROPOSED SCHEME

3.1 Design Objectives

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

The proposed Sallins Greenway Link will rectify existing infrastructure deficiencies between Phase 1 and Phase 2 of the Grand Canal Greenway through the provision of pedestrian and cycle facilities. The proposed development also aims to improve greenway user connectivity to the town of Sallins, increasing footfall along Main Street and in central commercial areas.

The proposed active travel facilities will also link existing footpaths and cycle lanes along the R407 directly to Sallins GAA grounds and St Laurence's Catholic National School on the southern side of the proposed Sallins pedestrian bridge. The proposed Sallins Greenway Link will greatly facilitate residents of Sallins, improving active travel permeability in the town of Sallins.

3.2 Description of Proposed Works

In summary, the proposed development includes:

- Provision of pavement buildouts and a raised table at the R407 junction with Osberstown Road;
- Provision of traffic signals, warning signage, road markings, tactile paving, and a raised toucan crossing across the R407;
- Provision of a 4.0m wide shared space along the northern side of Osberstown Road;
- Removal of 4no. parking spaces along Osberstown Road to facilitate shared space;
- Extension of existing cycle lanes along the R407;
- Widening of existing footpaths along the R407 within the development boundary;
- Provision of traffic bollards alongside ramps and raised tables to prevent accidental vehicle access;
- Repair of existing tactile paving along the R407 within the development boundary;
- Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space;
- Provision of 4.0m wide shared space along southern side of Canal View;
- Removal of 20no. parking spaces along Canal View to facilitate shared space;
- Extension and repair of existing footpath along northern side of Canal View;

- Provision of grass areas, planting, pavement buildouts, and cycle parking along Canal View;
- Provision of 'Pencil Bollards' to highlight proximity to school at Sallins Pedestrian Bridge;
- Closure of vehicular ramp at R407 junction with Church Avenue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles, and;
- Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community.

3.3 Appropriate Assessment

A Screening Report in support of the Appropriate Assessment for the proposed development was prepared by Fehily Timoney Consultants in Engineering, Environmental Science and Planning in accordance with the requirements of Article 6(3) of the EU Habitats Directive. The AA process is an assessment of the potential for adverse or negative effects of a plan or Draft Project, in combination with other plans or Draft Projects, on the conservation objectives of a European Site. These sites consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and provide for the protection and long-term survival of Europe's most valuable and threatened species and habitats.

The Screening Report concluded that no pathways for likely significant effects on any European sites were identified. Therefore, it can be concluded beyond reasonable scientific doubt, in view of best scientific knowledge based on objective information and in light of the conservation objectives of the relevant European sites, that the proposed project, either individually or in combination with other plans and projects, will have no likely significant effect.

3.4 Environmental Impact Assessment

An Environmental Impact Assessment Screening Report was also prepared for the proposed development by Fehily Timoney Consultants in Engineering, Environmental Science and Planning. Its purpose was to form an opinion as to whether the proposed development should be subject to Environmental Impact Assessment and if so, whether an Environmental Impact Assessment Report should be prepared in respect of it.

The Screening Document concluded that the proposal is sub-threshold and does not fall within the scope of any class of project prescribed in the Directive or Regulations. Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development; and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts. There is therefore no requirement for an Environmental Impact Assessment to be carried out for the Part 8 and there is no requirement for an Environmental Impact Assessment Report to be prepared.

4. PART 8 SUBMISSIONS AND RESPONSES

4.1 Part 8 Submissions / Observations

The Closing date for submissions and observations was 5:00 p.m. on 22nd February 2024.

A total of 509 written submissions were received, 14 of those were omitted as the names were illegible.

These submissions are summarised in the following section of this report and individual responses to each of those submissions are suggested.

In addition, submissions were also received from the following internal departments:

- Roads and Transportation Section: No objection subject to 11 no. conditions.
- Water Service: No objection to 1 no. Condition

Written submissions were received from the following prescribed bodies:

- National Transport Authority, Statement of support for the proposed development.
- HSE Environmental Health Service: No objection subject to 2 no. conditions.
- An Garda Síochána. No objection subject to appropriate management of emergency vehicles.

3 Submissions were received from 3 elected representatives, Cllr. Carmel Kelly, Cllr. Seamie Moore and Cllr. Bob Quinn and 1 from TD James Lawless.

2 Submissions from Community Groups – Sallins Biodiversity group and Sallins Community Council

4.2 Response to Part 8 Submissions

The submissions were largely supportive of the Grand Canal Greenway; however, several issues and comments have been raised in relation to the proposed works.

The following tables within sections 4.2.1, 4.2.2, 4.2.3, 4.2.4 and 4.2.5, collate the comments raised and outline an appropriate response.

4.2.1 Kildare County Council Internal Departments

The table below collates the submissions received from Kildare County Council Internal Departments.

Theme	Submission Reference	Summary of Submissions	Response
KCC Transport, Mobility & Open Spaces Department	N/A	The Kildare County Council Transport, Mobility & Open Spaces Department has examined and has no objection to the proposed Part 8 Proposed Grand Canal Greenway Sallins Link. subject to the following conditions and comments: 1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site 2. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements should be agreed in writing with the Planning Authority, KCC Transport and Naas MD Sections prior to the commencement of the development on site. 3. The detailed design with dimensions should include pavement materials which should be robust and durable, dimensions of a shared surfaces (3 to 4m in width) to accommodate pedestrians and cyclists paths, cycle parking, parking bays (2.5m * 5m), access arrangements where sight visibility should comply with the DMURS standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site from the town centre, traffic impact assessment, drainage and outfall arrangements, public	The proposed conditions shall be implemented on the project.

PROPOSED SALLINS GRAND CANAL GREENWAY LINK

Theme	Submission Reference	Summary of Submissions	Response
		lighting, signage and road markings. Re-opening of the corner of Canal View leading onto Main Street 4. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the development; new footpaths should tie into existing footpaths. 5. The finish surface of new road pavements should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, KCC Roads and Naas MD Sections beforehand. 6. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping. 7. A root management plan should be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads. 8. A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed development and the infrastructure works. The RSA recommendations should be incorporated into the detailed design. 9. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA	

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Theme	Submission Reference	Summary of Submissions	Response
		recommendations should be incorporated into the detailed design. 10. A Construction Management Plan should be submitted before the works commence including any temporary access to the construction site and proposed haul routes to the site, this Plan should be agreed with the Planning Authority, KCC Transport and Naas MD Sections. 11. The design of the proposed works should take into account the proposed pedestrian and cycle bridge options to the west of the existing Canal Bridge as prepared by Donnachadh O'Brien & Associates Consulting Engineers in the attached report dated December 2022 which was carried out under Planning Application Ref 22-110. The delivery of the new footbridge will be managed by the KCC Transport Project Team.	
KCC Water Services Department		KCC Water Services Planning have no objection to the proposed development and request that the following items are considered prior to commencement of the development: The Drainage-SuDS Strategy shall be in accordance with CDP (SuDS policies and objectives will be replaced by KCC SuDS Guidance Document which is to be published in Q1 2024), GDSuDS, Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design Best Practice Interim Guidance Document, CIRIA SuDS Manual and the following advice from WSP: Maximise pervious pavements subject to Transport department Taking in Charge requirements, infiltration of runoff to ground and where infiltration is not feasible, Nature based SuDS shall be prioritised. Only where a clear and plausible engineering rationale is agreed	The proposed conditions shall be implemented on the project.

PROPOSED SALLINS GRAND CANAL GREENWAY LINK

Theme	Submission Reference	Summary of Submissions	Response
		for exclusion of the above SuDS shall filtration and detention system SuDS be considered. Underground storage tanks are currently not permitted under CDP. Runoff should be treated at source and at surface level where possible, runoff from impermeable surfaces should discharge to suitable SuDS over flush kerbs or through gaps in raised kerbs without recourse to gullies and suitable SuDS shall convey runoff at surface level without drainage pipes and manholes where feasible. Any surface storage of runoff shall be subject to design and risk assessment in accordance with CIRIA SuDS Manual including addressing the risk of young children drowning in shallow water and considering the proximity of the canal itself. A pragmatic approach to the strategy is acceptable given the restricted site constraints and where it is proposed to retain surface water drainage infrastructure serving the existing site area. New SuDS eg tree pits, bioretention areas, rain gardens may be feasible in green spaces including along canal bank subject to WWI agreement. The increase in impermeable surface area shall be assessed and shall be considered in formulating the drainage-SuDS strategy along with the available opportunity to restrict and store runoff and improve the pre-existing situation in this regard. Drainage-SuDS design shall comply with GDSDS and CIRIA SuDS Manual and consider application of a 30% climate change factor. Where existing drainage infrastructure is used, it shall be assessed for hydraulic capacity and physical condition and the required upgrades to facilitate runoff from the proposed development shall be implemented. A flood risk assessment in accordance with CDP, LAP and Planning System Flood Risk Management Guidelines shall be carried out. Arrangements for protecting existing Uisce Eireann infrastructure along the subject site shall be agreed with UE.	

4.2.2 Submissions from Elected Representatives

Elected Representative	Submission Reference	Summary of Submissions	Response
Councilor Seamie Moore	SN118	To whom it concerns. I wish to make a submission on the above Part 8 Sallins Grand Canal Greenway Link. "Having a local knowledge of Sallins, since its small village status, following a close examination and walking tour as a Public Representative and having listened to reasoned argument against certain proposals in the proposed Sallins Link to the Greenway Plan, I believe the following considerations should receive acknowledgement and further study before presentation to the local representative body of Naas Municipal District Members for approval. 1.Sallins is now a Commuter Town of over 6,000 people. Despite having a Main Line Rail Station, it is not a town with a high usage of trains as a means of travelling to work (as per CSO Data) but is heavily dependent on the use of cars as a transport system. 2. Sallins National School, on the Kerdiffstown Road, on the East and undeveloped side of the Town, is and will remain a DESTINATION CENTRE of high importance to a town with over 3,000 young children, (not all of whom go to that school). 3.It is a school that is not within walking access for the majority of parents and students and cars are the main means of transport to that centre.	The proposed works shall make a significant improvement to pedestrian and cycle facilities in the town of Sallins, and as a result will bring significant benefits in terms of health benefits, improved safety, reduced vehicle noise, reduced air pollution, increase opportunities for public realm features as well as the economic benefits associated with reduced vehicle traffic and increased pedestrian and cycle priority. To compensate for the pedestrianization of the ramp at Canal View and subject to the availability of land the Canal View - L3014 junction will be improved to allow for improved vehicle movements and a higher priority and safety for pedestrians at this crossing. Traffic count study data was reviewed and considered in the preparation of the proposals. Due the scale of the change proposed on canal view side as well as the proximity of the alternative route a TA is not required. The Safe Routes to School Programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who

PROPOSED SALLINS GRAND CANAL GREENWAY LINK

Elected Representative	Submission Reference	Summary of Submissions	Response
		4. It is a fair assumption that most of the school traffic to that Kerdiffstown Road destination would customly use the Church Avenue Ramp Entry and Road Exit on a very regular basis. 5. On the closure of those two facilities to motorised traffic, these parents will now be re-routed via the Sallins Church Section of the same named Church Avenue and exit and enter from the R 407 (Main Street) with the assistance of the existing Traffic Lights system. 6. The promotional maps do not clearly identify if it is the intention of planners to leave the Traffic Lights at the exit of Church Avenue to R407 or to transfer them nearer to the Bridge over the Grand Canal (Drawing P20-278-0112-0007) 6. A future alternative access and short distance walking route to the School could be via the new Pedestrian Bridge from Canal View Road, on the north side of the Grand Canal, but NO FACILITIES PARKING for dis-embarking children from cars is identified on the north side. 7. It is my opinion that since no numerical data of any existing or future models of traffic movement in and around Church Avenue Sallins have been presented to support proposed changes, that the recommendation of the Consultants to simply 'CLOSE' routes of long standing and usage, calls the validity of a the proposals into question. 8. It is my recommendation that the results of a Traffic Impact Assessment and Study should be attached to the Planning Proposals to alleviate public concerns around the proposed changes.	walk or cycle to school by providing improvements to walking and cycling facilities. • Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access; • Improve access routes to school by improving walking and cycling infrastructure; and • Increase the number of students who cycle to school by expanding the amount of cycle parking

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Elected Representative	Submission Reference	Summary of Submissions	Response
Councilor Carmel Kelly	SN149	To whom it may concern. I would like to express my strong support for the aims of the proposed Greenway, along the canal through Sallins. As with any draft plan, I believe there are a number of areas in the plan that require further thought to develop options that provide a better balance between the new requirements of the greenway and the existing needs of the local people who now number over 6,000. The proposals for Phase 2 of the Greenway concentrate on how to secure safe passage for pedestrians and cyclists using the greenway, but I would have concerns that the safe passage of the residents of Sallins has not been given equal consideration. Specifically, I believe – • The Kerdiffstown Ramp should not be closed. Rather consider a one way traffic system around Church Ave. • Insufficient attention has been paid to the junction/corner which it is proposed will be the only way to access the Sherlockstown Road by vehicular traffic. That corner has been highlighted by the Road Safety Access Group as being one of THE most dangerous for pedestrians. • Was reinstating a tow path under the bridge considered? Is there an engineering report? • Withdrawal of car parking spaces along Canal View – are you aware that there are 33 residential boats along the canal in Sallins, some or most own cars?	The proposed works shall make a significant improvement to pedestrian and cycle facilities in the town of Sallins, and as a result will bring significant benefits in terms of health benefits, improved safety, reduced vehicle noise, reduced air pollution, increase opportunities for public realm features as well as the economic benefits associated with reduced vehicle traffic and increased pedestrian and cycle priority. Subject to the availability of land the Canal View - L3014 junction which will now become one of the access points to the Sherlockstown Road will be improved to allow for improved vehicle movements and a higher priority and safety for pedestrians at this crossing. Restoration of the towpath beneath the existing bridge was considered. A boardwalk under the existing bridge was ruled out by the canal operator Waterways Ireland due to the already narrow canal width and the potential for a boat to strike the boardwalk resulting in significant potential for injury. A new underpass below the R407/L3014 was considered at an early stage of the project, but the proposed pedestrian ramp was favored due to the cost as well as the increase connectivity and supplementary benefits it provides to other non-greenway pedestrian and cyclists in the town.

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Elected Representative	Submission Reference	Summary of Submissions	Response
		Has consideration been given to “nose to tail” parking on the building side of Canal View? Taking some of the canal bank? There is no doubt since the Greenway has opened, the influx of people into Sallins has significantly increased. “Build it and they will come” is the phrase that comes to mind. However, we have not put in place the infrastructure to facilitate these most welcome visitors. For the most part, families arrive by car and either walk or cycle from here. There is a private car park(s) within the heart of Sallins but is not sign posted. It is very important that we get this right not only for the users of the Greenway but more especially for the people of Sallins; there are modifications required in this proposal.	The proposed development is part of a number of initiatives that will contribute to the reduction of traffic through Sallins by providing a much higher quality of pedestrian and cycle infrastructure in the town. This national project will assist east-west movements of pedestrians and cyclists but will complement the north-south Sallins Village Active Travel Scheme being developed with funding from the National Transport Authority’s Active Travel Grants Programme. These schemes together will provide suitable alternatives for motorists to switch modes for local journeys whilst prioritising vulnerable road users over vehicular traffic.
Councillor Bob Quinn	SN159	I’d like to commend Kildare County Council’s Strategic Projects and Public Realm Team on their vision for the village of Sallins. As we move one quarter of the way through the 21st century, we cannot ignore the challenges that exist in relation to climate change, modal shift requirements, road safety and public health. In my view, the link to connect Phase 1 of the Grand Canal Greenway to Phase 2 is a welcome development, and one that will create a Greenway of international significance. This in turn will create a massive opportunities for local businesses, greater local employment opportunities for our children, and a much needed recreational activity in the vicinity of Sallins. The proposed link will also create enhanced permeability for (vulnerable) road users. The proposal to design, build	The proposed development will be a significant improvement to the pedestrian and cycle infrastructure in Sallins and will bring considerable improvements to the current area of conflict between vehicles and vulnerable road users. It is acknowledged that the reduction in parking facilities may be perceived to have an impact on local residents and businesses. Increased signage will be included to direct visitors to use the underutilized parking at the Church and Parish Centers with remaining parking for the use of residents and local businesses. The proposed development is part of a number of initiatives that will contribute to the reduction of traffic through Sallins by providing a much higher

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Elected Representative	Submission Reference	Summary of Submissions	Response
		and manage spaces so that they can be readily accessed and used by everyone, regardless of age, size, ability or disability is very welcome. Greater access to St Laurence's NS, the GAA Club, the train station, the church and parish centre is already evident with the addition of the new pedestrian bridge. The introduction of a beautiful public realm space is a first of its kind in Sallins. Civic and public realm space is good for mental health, provides safe spaces for young children and creates and enhances a sense of community. Addressing A Few Concerns I would ask Kildare County Council to comprehensively address a number of issues before the Part 8 is finalised. There are concerns in relation to the implementation of the plan, and the direct impact on parking, congestion and safety. Sallins remains overburdened by thru-traffic, and the opening of the bypass has not removed enough traffic from the centre of the village. I believe Kildare County Council needs to introduce measures to counteract these unnecessary journeys through the middle of the village, and I would welcome the Chief Executive's response in relation to this. The more cars and vehicles we can actively discourage from using the village as a "rat run", the less congested and noisy the village becomes for those that must use it as part of their everyday journeys. The (free) on-street parking is under considerable pressure as it stands. As the village becomes busier, residents with	quality of pedestrian and cycle infrastructure in the town. This national project will assist east-west movements of pedestrians and cyclists but will complement the north-south Sallins Village Active Travel Scheme being developed with funding from the National Transport Authority's Active Travel Grants Programme. Reference is made to congestion and these schemes together will provide suitable alternatives for motorists to switch modes for local journeys whilst prioritising vulnerable road users over vehicular traffic.

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Elected Representative	Submission Reference	Summary of Submissions	Response
		parking permits issued by Kildare County Council have greater challenges finding parking in close proximity to their homes. The closest car parks are privately owned and operated and therefore are not free to local residents. By substituting free on-street permit parking for private parking spaces, this is akin to a tax on affected parties. I believe there are solutions available to the local authority, and consideration should be given to any short to medium financial implications this plan may create for local residents. The concerns in relation to traffic on Church Ave being able to join the R407 should be greatly assisted by the kerbside detection at the toucon crossing on the northern side of the humpback bridge. This 7m high double head signal pole will greatly improve safety in and around the bridge, and give traffic on Church Ave an opportunity to join the R407. For Church Ave to facilitate two-way traffic (as it currently does), the two on-street spaces and loading bay will need to be suspended, as these spaces create gridlock as it stands. There is little evidence to suggest that the closure of the two off-ramps to vehicular traffic will lead to the congestion expressed by some residents and business owners. Creating some barriers to motorised traffic in the middle of an urban area is a positive development, and may actively discourage unnecessary journeys through the middle of the village. Sallins has a number of dangerous conflict collision zones, and this plan addresses a number of these safety issues. Vehicular traffic going through the middle of the village should be going at no more than a walking pace. It should be noted that the two ramps were not originally designed	

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Elected Representative	Submission Reference	Summary of Submissions	Response
		for private car use. Moreover, the ramps were to facilitate “active travel” of the four legged variety, namely the stable of draught horses that were originally employed to pull the canal barges, laden down with agricultural produce such as cereals and timber en route to Dublin. Upon return, the hold would be filled with foot passengers, manufactured goods and sometimes wooden barrels of Guinness. Unusually, when compared with other bridges traversing the Grand Canal, the canal bridge in Sallins was not built sufficiently wide enough to allow the towpath to continue beneath the bridge and thus the ramps were constructed to allow the untethered towing horses to cross the R407 road. The perpendicular, and rigidly square design of the bridge off ramps which are set at right angles to the main road were designed to facilitate the passage of a handful of horses and barge crew to cross the R407 daily at walking pace. The ramps were not designed to accommodate cars, vans and trucks to make a sharp right angled turn near the summit of the bridge where oncoming traffic, including cyclists and pedestrians on the adjoining footpath are not visible to the turning drivers. (I also note that Kildare County Council conducted a swept path analysis as part of this proposal, and the proposal takes into consideration the needs of larger vehicles after the proposed changes have been implemented). Conclusion The arrival of the Grand Canal Greenway to Sallins is building on the ambitious plans of the past. The Leinster Aqueduct built in 1783 enabled the progress of the Grand Canal, the engineering wonder of the 18th century; the Tullow railway link from Sallins in 1883 highlighted the dominance of rail in the 19th century while the Naas Bypass, part of the M7 motorway to the south of Sallins was	

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Elected Representative	Submission Reference	Summary of Submissions	Response
		the first instalment in the Republic's extensive motorway network. And then in the 21st century the Grand Canal Greenway heralds the emphasis on a sustainable, accessible to all, low-impact modal travel shift, making use of a canal-side routeway which blends in with the natural and built environment. Thank you for taking my comments on board. I look forward to receiving the Chief Executive's report in due course.	

4.2.3 Submissions from TD

TD	Submission Reference	Summary of Submissions	Response
James Lawless TD	SN183	To whom it may concern Regarding the proposed changes to traffic and street layout as part of the Greenway works in Sallins. Firstly let me say that I am unequivocally positive about the Greenway project, I believe that it will enhance the village and wider area and provide a wonderful amenity to locals and tourists alike. I also believe that the entire area will enjoy an uplift both economically and recreationally as the greenway will improve the overall fabric of the village and will bring many visitors along its route. However I am concerned by the current proposals to remodel traffic flows within the village. Sallins has limited carparking options already, with only a small carpark in front of the single garage, a parish centre carpark beside the church and a private supermarket complex which is also used by commuters at the busy Sallins Railway Station, which applies pay-parking but is also full to capacity by 8am	Based on the pedestrianization of the Canal View to L3014/R407 ramp additional traffic will be pushed toward the junction north of the lock 13 premises. It is clear that larger vehicles already use this junction as the ramps is too tight and not suitable. Subject to the availability of land the Canal View - L3014 junction just north of the Lock 13 premises will be improved to allow for improved vehicle movements and to allow for higher priority and safety for pedestrians. The proposed development is part of a number of initiatives that will contribute to the reduction of traffic through Sallins by providing a much higher quality of pedestrian and cycle infrastructure in the town. This national project will assist east-west

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TD	Submission Reference	Summary of Submissions	Response
		most mornings due to huge commuter demand and limited availability of spaces. The village has already struggled in recent years by the impact of spill-over street parking from the train station which was only addressed when Kildare County Council introduced parking regulation in an attempt to preserve some local spaces for local businesses, residents and local activity. In this context the removal of 24 parking spaces actually represents a significant reduction in the level of street parking available in the village to avail of the many pubs, restaurants and amenities. Equally the proposed closure of both canal ramps at Kerdiffstown and Sherlockstown sides of the canal, without any proposed replacement for traffic currently using them, would place huge pressure on already narrow streets on both sides of the canal. The route by the church and past the Railway Inn is already heavily congested on the Southern side of the canal bank and the route around the corner by the former Bambury's bookmakers on the Northern side. Both of these routes are already narrow and congested and the addition of extra traffic will only exacerbate that. It is not apparent whether a traffic study was performed in the course of the consultants report and I think that would be an essential important prerequisite before disturbing the current traffic flows. On the proposal to close the small chicane around the corner by the fast food restaurant/Central Grill, this particular aspect of it has already been trialed and I do favour making that permanent.	movements of pedestrians and cyclists but will complement the north-south Sallins Village Active Travel Scheme being developed with funding from the National Transport Authority's Active Travel Grants Programme. These schemes together will provide suitable alternatives for motorists to switch modes for local journeys whilst prioritising vulnerable road users over vehicular traffic.

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TD	Submission Reference	Summary of Submissions	Response
		The village has the opportunity to create a vibrant canal-side environment as a superb outdoor amenity, however the proposed changes are premature and cannot be made in isolation. I am of a view that the current traffic flows are sub-optimal and that some changes are needed to improve both motorist and pedestrian safety, and to help unclog the busy streets in the village centre, however that requires a solution that provides alternative flows to release pressure. I am open to such change if it is proposed, unfortunately it does not appear in the current study.	

4.2.4 External Bodies and Community Groups

Body	Submission Reference	Summary of Submissions	Response
National Transport Authority National Transport Authority	SN105	The NTA welcomes the proposal to link the Grand Canal more effectively with Sallins and to provide continuous infrastructure through the town. The overall concept of closing the existing vehicular ramp and providing an active travel connection to the Grand Canal Greenway will greatly enhance connectivity. However, the NTA has concerns regarding some of the details of the scheme, including the proposal to provide a pedestrian only ramp and requesting cyclists to dismount. This approach would not align with the principles of Universal Design and Inclusive Mobility in the Cycle Design Manual, which recommends that cycle facilities should be designed to be useable by people of all ages and abilities, using a variety of different types of cycles and wheeling equipment. Providing infrastructure that requires cyclists to dismount	Due to constraints in terms of space on Canal view the ramp width is limited to 2.5m. While the existing ramp gradient is too steep for universal access the proposed ramp gradient shall be reduced in order to meet the appropriate universal access design guidance and to ensure the ramp is suitable for all users. Further solutions shall be investigated to provide additional ramp width, should it be possible to do so a wider ramp width shall be incorporated into the scheme and if possible cyclists shall not be required to dismount.

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Body	Submission Reference	Summary of Submissions	Response
		would exclude those cycling who may not be a position to easily dismount from their vehicle and push it up or down a ramp. Recommendation: The NTA would recommend that the proposals should be amended to facilitate both pedestrians and cycle traffic on the access ramp and that the ramp should be designed in accordance with the requirements of the Cycle Design Manual.	
Sallins Biodiversity Group	SN127	The Sallins Biodiversity Group supports the recent Part 8. We note that the area in question has the Grand Canal running through it. The Part 8 proposes to close two ramps on either side of the Grand Canal to motor vehicles, to remove parking spaces that run directly parallel to the Grand Canal, and to make permanent the closure of a small road that also runs along the Grand Canal. We support all three of these proposals for the following reasons. · Protecting the Grand Canal as a Natural Heritage Area and an identified “Wildlife Corridor”; · Reject the removal of green spaces along the canal; and · Encourage Alternative Routes & Active Travel. Protecting the Grand Canal as a Natural Heritage Area & Wildlife Corridor The Grand Canal is protected under national legislation as it is designated as a proposed Natural Heritage Area. The Grand Canal has also been identified as one of a very limited number of “Wildlife Corridors” in Sallins (published in Sallins – Habitat Survey Green Infrastructure Mapping, published in February 2015). We note that vehicles are responsibly for a considerable amount of not only air pollution but also the less talked about, water pollution. Vehicular pollutants include: residues from motor vehicles themselves, from road construction and maintenance, erosion associated with	The strong support for the scheme is noted. The cycle and pedestrian space on the north bank of the canal has been routed to avoid loss of greenway space on that side of the canal as noted in your submission.

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Body	Submission Reference	Summary of Submissions	Response
		road usage, oils and grease, heavy metals from car exhaust, worn tires, brake pads, engine parts, and the seasonal use of salts on roads. People may not realise that rainwater can wash all of these pollutants into the groundwater and into local waterways. For this reason, we support any endeavour which will discourage the use of roadways that run alongside our Grand Canal and thus would reduce the amount of pollutants that are washed into this habitat. Reject the Removal of Green Spaces along the Grand Canal We also reject removing any grasslands or green spaces along the canal that, we note, are suggested amendments to the Part 8 Proposal written in other submissions. Plants along local waterways and in any developed village, town, or city are important for two reasons. Firstly, they are able to slow down the water that enters groundwater and waterways during increased rain events, of which Ireland will continue to experience more and more. Secondly, plants act to remediate groundwater contamination. In fact, rather than removing any 'green' areas around town centres where roads and parking spaces are located, a priority should be given to adding to these green areas with additional plants that essentially 'clean' pollutants from contaminated rainwater. I note that in agricultural lands in Ireland, Riparian Buffer Zones are used. These are areas adjacent to a water body where no chemicals and organic fertilisers, cultivation, and spraying can be carried out. The purpose of these zones is to protect waterways from chemicals that farmers might use in the course of their business, minimising the impacts on water habitats. Similar Riparian Buffer Zones should be imposed on all of our local waterways in Ireland. We also feel that having essentially a concreted town centre would entirely change the characteristics and	

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		identify of Sallins and would counteract the purpose of the Greenway, which is to encourage outdoor recreation and a greater connection to nature and our natural heritage. We commissioned a map in 2023 to have all the green spaces in Sallins mapped and the results are startling. See Figure 1. We cannot afford to lose even the smallest patch of green in Sallins and especially an area of such importance to our local wildlife where Nature Based Solutions are actively supporting our community. Encourage Alternative Routes & Active Travel The Sallins Biodiversity Group also support active travel and less reliance on motor vehicles. While we have read through the objections to closing the ramps to vehicular traffic and removing parking spaces in Sallins, we disagree with the rationale for this. We believe that by closing the ramps to vehicles, and therefore making the smaller roads less convenient, these routes become less attractive to car users and thus have two key benefits. Firstly, the Part 8 would encourage the use of existing alternative routes that do not go through the centre of Sallins. This means less concentrated air and water pollution in our town as well as less traffic on these small roads. Secondly, it encourages active travel for those who have the option. Rather than being inconvenienced by peak traffic conditions, more parents (as one example) might decide to allow their children to walk or cycle to school. The Part 8 would certainly make this area safer for active travel. Removing car parking spaces would have similar impacts. People who are able to do so, might instead choose to walk,	

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		cycle, or scooter to get around locally, improving the environmental health and physical health of our town. By re-routing traffic away from the town centre, traffic will decrease for those who must use the roads to get to where they are going, freeing them up for vulnerable users. Additionally, we feel that all centrally located parking spaces should be reserved for people with limited mobility and other vulnerable users AND that local residents should be given passes to park at one of the three centrally located existing parking facilities in the area. We believe that the measures proposed will lead to reduced carbon emissions, reduce local air and water pollution, reduced traffic congestion, as well as increased pedestrian safety. Summary Statement It is mankind's responsibility to do everything within our power to design our towns and villages to include space for wildlife, not only for altruistic reasons but also so that we can continue to enjoy all the free ecosystem services that nature provides us. These services include: · Pollinating our food; · Purifying our water; · Preventing erosion and floods; · Storing the carbon we produce; · Providing our building supplies; and · Regulating the climate. The Grand Canal is home to countless native plant and animal species. Herons, bats, swans, kingfishers, otters, moorhen, roach, perch, dragonflies, damselflies, butterflies, freshwater crayfish, and ducks are just a few of the many animals seen along and in the Grand Canal. In fact, last year a fox built her den along the canal banks in central Sallins	

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		and had two fox cubs who were periodically seen by passers-by, much to the delight of the community. It is vital that we build in such a way as to protect our natural world in the process. This is echoed time and again in Kildare's Climate Change Adaptation Strategy, Biodiversity Action Plan, and many other government publications. Sallins is surrounded by predominantly agricultural land which is not a suitable home to many native plant and animal species. Habitats for native flora and fauna continue to shrink. Development continues to push wildlife further and further to the fringes, leaving very little space for nature to survive and thrive. While we cannot go back in time to prevent a main road from being built alongside the Grand Canal, this is an opportunity to prevent future pollutants and to protect a valuable asset that itself protects biodiversity in Ireland. People may not realise that while Climate Change often gets the most attention in terms of a global crisis, biodiversity loss ranks right up there as well. The Earth is in a delicate balance with species that have evolved over thousands of years to support one another in the world. Climate change exacerbates biodiversity loss but other human activities can either make things much worse or can improve things. We were all taught the food web in school. Sallins Biodiversity Group often likens biodiversity protection to a game of Jenga. Each block represents a different species and there is no telling which piece you remove which makes the whole tower topple over. We appreciate that change is difficult and that these changes, in particular, will inconvenience some. However, we feel that the Council should take a more holistic view and practice more long-term thinking to push this project forward for the benefit of the environment upon which we all rely.	

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		Thank you for taking the time to review this submission and we wish you all the best.	
Garda Response	SN162	Our only concern at this juncture is there sufficient emergency vehicle access to the proposed area. Community Engagement Section, Naas District would like to be consulted during the areas detailed design.	Further engagement at the detailed design stage will be completed to ensure emergency vehicle access is maintained.
Sallins Community Council Submission	SN181	Proposal to close the ramp at Canal View / Sherlockstown Road side of canal Sallins Community Council (SCC) has for many years called for safer walking and cycling routes for the 700 children who attend our local school. Aspects of this plan will help meet this objective; one has the potential to worsen the situation. SCC supports the closure of this ramp for the reasons outlined below. It will be safer for schoolchildren and Greenway users in two ways: Children will not have to cross the ramp while watching for vehicles turning to go down the ramp; This pedestrian/cycle ramp will become a safe cycling and walking option to the school, with children then continuing across the new bridge to the school. This has the further advantage of reducing the numbers going across the very narrow canal bridge. An issue requiring a solution is that this proposal brings significantly more vehicles turning into Canal View at the junction at Flanagan's Mill (see photo below) that is already	The strong support for the scheme is noted. Subject to the availability of land the Canal View - L3014 junction at Flanagan's Mill will be improved to allow for improved vehicle movements and to allow for higher priority and safety for pedestrians. In the context of local and strategic policies, there is significant justification to prioritise the needs of vulnerable road users over the convenience of motorists. In particular, the hierarchy of road users, as set out by the Department of Transport, obliges that the highest priority should be given to active travel modes during decision making processes. The existing ramps on both sides of the canal provide no priority for vulnerable road users and poor quality crossing infrastructure. Furthermore, the sharp turns for vehicles, in particular from the north, are worse than those cited on Chapel Avenue. Pedestrians have no warning of traffic turning and given the proximity to the primary school, church and the railway station, improvements are needed to ensure a safer route for vulnerable pedestrians in particular.

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		very dangerous for pedestrians. SCC has for many years highlighted the dangers for pedestrians crossing at the bottom of this hill – traffic comes in four directions into the junction and pedestrians are not protected. This junction must be made safer for pedestrians. If not, it will reasonably be seen as KCC prioritising the needs and safety of Greenway users over the residents of Sallins. Reduction of Parking on Canal View While one of our members is of the view that the need to remove the 20 spaces could be obviated by taking some of the grassed area by the canal in order to widen the shared pathway, SCC is generally supportive of the widening of this pathway by removing the parking spaces. This will make it a much more attractive space in which to enjoy the beauty of the canal, thus making Sallins a very attractive stop-off spot for Greenway users. The minority of visitors who are car drivers can use the church car park - we are all used to paying for parking everywhere we go. This leaves a short walk of between 50 and 150 metres to all the local eateries. Proposal to close the ramp at Church Avenue / Kerdiffstown Road side of canal Members of SCC have varying views on the proposed closure of this ramp, with some welcoming it and others seeing it as unnecessary. This plan proposes to make the temporary closure of the narrow vehicle exit at the western end of Canal View (at the Central Grill) permanent. We warmly welcome this element of the plan, as it will remove one of the worst danger spots in the town (see below) and will also increase pedestrian	There have been many complaints from motorists that traffic waiting to turn right onto the ramp do not have sufficient sightlines to make the turn safely. Overall, on safety grounds, the closure of the ramp will enhance the priority, accessibility, and safety for all road users. An alternative route is available for motorists and two-way traffic uses Chapel Avenue at present. Traffic will still be able to access the church, the school and local amenities.

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		safety. The road with the church is narrow and traffic will increase significantly here during certain times of the day if this ramp is closed. It will be necessary to remove the two parking spaces and loading bay there and to enforce this. If this is not done, there will be traffic chaos at this location, requiring the intervention of the Garda. Finding ways to encourage/enforce a new school drop-off point (see below) will also be crucial in preventing traffic chaos in the period before and after school opening/closure. The 'School Run' Almost all of the students in Sallins N.S. live in Sallins. Most live within a 10 minute walk. As there are almost 700 children attending the school, it is obvious that the vast majority take this walking option. Parents driving their children to the school create significant safety issues at the school. Occasional attendance by the Garda over the years has not solved this problem. Two alternative options are possible for this small group of parents. The more feasible option in the short term is to drop children off in the church car park and walk the 150 metres to school. I would encourage KCC and the Garda to work on finding ways of strongly discouraging parents from driving right up to the school building. Many schools have pencil bollards on the edge of the pavement outside school – this is a very basic and minimum requirement to keep cars off the path. Reserving several of the places for disabled parking would also be appropriate. The second option we propose would have the advantage of solving two problems at once; KCC could create a new	

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		walkway to the back of the school through the church grounds that are currently for sale, and Irish Rail would be able to build a much-needed new entrance to the train station. The current entrance to the station is completely unfit for purpose, being inaccessible by wheelchair/pram and dangerous at the entrance. This idea of creating a back entrance point to the school was proposed by Sallins Community Council in 2016 during the Local Area Plan Part 8 process and was accepted by the Council's CEO as a good idea in his response to submissions. One of the main objections to this Part 8 proposal is (anecdotally) the traffic chaos that would ensue if the ramp is closed – the two solutions outlined above would significantly mitigate this. The latter option would be an attractive option to residents that would counteract much of the objection to the proposal. Parking Issue The plan proposes removing 24 parking spaces - the church car park, having approximately 65 spaces and another 25 at the parish centre beside it, has enough spaces to cope with all current and possibly future demand in Sallins. Having a car park in the middle of the town close to the large majority of the businesses provides a clear and obvious solution to the parking issues in Sallins. The need for KCC to agree an arrangement with the church/parish in relation to this car park is essential. Failure to agree such a solution would be failing the residents of Sallins. All stakeholders (parish, KCC, businesses and residents) should work together to find a solution so that the present and future parking needs are met - by a car	

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		park that already exists and is significantly under-utilised. A time limit would be necessary Monday-Friday to prevent train users from using this car park. Fergus Carpenter Chairperson, Sallins Community Council	
HSE Environmental Health Service		Dear Sir/Madam, Having viewed the drawings in relation to the above development I wish to make the following comments: 1. Construction Management Plan I recommend that a comprehensive construction management plan is drafted and implemented to ensure that any adverse impacts from construction and or demolition on the environment and health are reduced and that any temporary emissions during the construction and or demolition phases are controlled to prevent nuisance or adverse health effects. The plan should take into account all of the following: Waste Management, Staff welfare facilities, Pest Control Management, Dust impacts, Excessive noise and emissions to Surface/Ground Water. (a)Noise The following measures shall be taken to prevent nuisance from noise at construction and or demolition sites: The hours of operation on all construction sites shall be restricted to 8.00a.m. to 7.00p.m., Monday to Friday, and 8.00 a.m. to 2.00p.m. on Saturdays. No activities shall take place in site on Sundays or Bank Holidays. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00p.m. and 8.00a.m. No deliveries of materials, plant or machinery shall take place before 8.00a.m. in the morning or after 7.00p.m. in the evening. If there is any occasion when work must be carried on outside	The proposed conditions shall be implemented on the project.

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		daytime hours, this department, local residents and businesses in areas which are likely to be affected by noise from the proposed works should be notified in advance e.g. in letter or leaflet or advertisement. (b)Air-Quality The following measures shall be taken to prevent nuisance from air pollution at construction and or demolition sites: No outdoor burning shall occur on site. Site must be secured to prevent access by vandals who may cause air pollution nuisance due to carelessness. During any demolition works and during the construction phase, all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include i) covering skips, ii) covering slack heaps, iii) netting of scaffolding, iv) regular road and pavement damping and sweeping, v) use of water spray to suppress dust, vi) proper paved or hard stand access for trucks and vehicles to and from the site to prevent dirt and dust from the site being carried from the site on to public roads etc. Protective hoarding screens should be erected around construction activities to reduce dust-blow from the site A temporary wheel-wash facility should be installed close to the location of the site entrance to prevent the dragging of silt and mud onto the local road surface by trucks departing from the site. Exposed surfaces and entrances to the site should be dampened during dry windy conditions in the interest of controlling fugitive dust. Any spillage of material from vehicles departing from the site should be promptly removed to prevent re-suspension of silt from the road surface by passing vehicles. Dust control measures should be active on equipment used for drilling or pavement cutting, grinding of block surfaces and similar types of stone finishing is taking place as	

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		significant fine particulate emissions can be generated which may cause a local nuisance. Bulk fine sized aggregates and other similar building materials that may easily become airborne by the wind should not be stored in uncovered stockpiles. Truck speeds should be controlled within the redevelopment area to prevent high levels of dust being re-suspended from the construction area. Vehicles and plant machinery operating on site should be properly maintained to prevent excessive emissions of particulates and other pollutants from the exhaust-pipes. All site vehicles and machinery should be switched off when not in use- no idling. In the interests of both public health and the environment the above guidelines should be included in the work policy of those undertaking all large and small building projects. These details must be made known to all developers, contractors and sub-contractors. 2. External Lighting To prevent light pollution and the creation of a nuisance: - Any external lighting system shall be designed to minimise potential glare and light spillage in particular to residential properties in close proximity to the site. - All external lighting shall be of a type that ensures deflection of lighting downwards.	

4.2.5 All other Submissions

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Support for the Greenway	Various	A huge number of submissions have been received in relation to this scheme, while several specific points of objection have been raised the overwhelming majority of submissions expressed gratitude to Kildare County Council for the completion of the Grand Canal Phase 1 and expressed strong support for Grand Canal Greenway project, recognizing the positive benefits it can bring to Sallins and the surrounding areas.	Strong support noted.
Pedestrian Crossings	SN1, SN2, SN10, SN11, SN18, SN160	Several submissions were received which note the high use of the newly installed crossing points adjacent to the new pedestrian bridge at Canal View and Church Avenue. Due to sightlines and heavy use in particular at school start and finish times it was requested that these crossings be changed to Zebra crossings. A request to implement the new zebra crossing signage was received also. An objection was noted to the crossing at the corner of Lock 13 as proposed on View 1 of the plans. "Not only are there already two new crossing mere meters away from the proposed crossing, but putting a crossing so close to an already dangerous corner is totally absurd." "What is notably absent however is another safe crossing point from the ramp outside lock 13 to the other side of the road. The closest crossroads from the canal end is quite far away, and pedestrians are at risk from cars entering and exiting the petrol station, entering the road adjacent to the petrol station leading to the GAA. It would be ideal to cross here and walk on the canal, the primary	The proposed scheme shall be designed in accordance with the current version of national standards for road traffic signage, should this standard be updated during the design phase, the new signage shall be adopted into the scheme. Based on their high usage and the percentage of young children crossing, the two existing crossings closest to the new pedestrian bridge, one on the north side at Canal View and the other on the south side at Church Avenue will be reviewed and discussed with KCC roads department as part of the detailed design phase to determine if a change to the zebra crossings is justified. The remaining crossings are considered appropriate for the level of activity in the areas and have been located as close to the expected desire lines as possible, these shall be implemented as shown on the plans and particulars submitted.

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		amenity of Sallins. I would deem it essential to have another pedestrian crossing in this area.”	
Traffic Signals	SN1	“Can the team please look into the option of replacing the 5m traffic light pole with a gantry traffic light above the road. As there is currently no planned HGV ban for Sallins, and with the increased pedestrian and cyclist numbers using the recently opened Greenway (phase 1 + bridge), the crossing point will become busier, in addition to people accessing the bus stop, including vulnerable road users.”	The proposed traffic signal head arrangement has sufficient visibility from both directions. Visibility for HGVs is increased due to the higher viewing height available to HGV's. A road safety audit shall be completed in advance of completion of detailed design and shall inform on the need for any issues to be addressed.
Insufficient intervention to prevent car access on Church Avenue and R407(L3014) ramp	SN2, SN3, SN8	Several submissions highlighted the need for a physical restrictions at the top of the Church Avenue-L3014 Ramp to prevent vehicles using this space. Submissions also requested that if the ramp is closed to vehicle traffic public realm features such as benches etc. should be considered in the space previously occupied by the road pavement.	To give effect to the proposed ramp closure a physical change will be developed as part of the detailed design to ensure vehicle access is restricted.
Right Turn from Osberstown Road	SN2	Request to implement a no right turn policy when existing the Oberstown road, and similar at the proposed development at the old Odlams site.	The proposed changes will not significantly alter or worsen the existing issues with traffic movements at the locations highlighted by this submission.
Plans to be expanded to Include Church Avenue	SN2, SN10, SN43, SN140	Request to widen the scope of the proposal to include measures to improve the wider church avenue area. Several submissions noted that the existing parking arrangements on Church Avenue cause traffic disruption and should be revised to allow for more free flowing traffic.	The proposed changes are outside the scope of this project but may be considered further by KCC in future projects.
Road Width/Missed Place Making opportunity.	SN3, SN27, SN35	Several submissions received requested that further improvements and place making elements be added to the scheme to prioritize the needs of pedestrians and cyclists.	The width proposed for the road adjacent to Sallins Road bridge on the L3014 is appropriate to the level of traffic and the urban environment it operates within.

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		Request to classify the R407/L3014 as a local street under DMURS with associated with reduction in road width to 5-5.5m. The reduced road width of 5-5.5m would allow for widened footpaths/cycle facilities over the existing Sallins Road bridge which would provide an improvement to the existing cycle lanes and/or footpaths running north-south through the town. “There is a distinct lack of safe walkways on the business side of Canal View. Canal View could benefit from having a dedicated and clearly demarcated or preferably raised pedestrian walkway running in front of businesses all the way around to the parking lot in front of the old Post Office.”	Reclassifying roads and streets is outside the scope of this Project but can be considered by Kildare County Council separately. Further placemaking improvement shall be considered where the space, funding and land ownership allows. Additional bicycle parking will be added as part of the detailed design process.
Car Parking	SN7, SN18, SN35, SN42, SN50, SN54, SN163, SN168, SN177, SN179, SN2, SN4, SN5 SN13, SN14, SN16, SN19 SN23 to SN26 inclusive SN28 to SN32 inclusive SN36 to SN41 inclusive SN48, SN50, SN52 SN53 SN55 to SN69 inclusive SN71 to SN99 inclusive SN101 to SN104 inclusive SN106 to SN117 inclusive SN119, SN120, SN121 SN123 to SN126 inclusive SN129 to SN139 inclusive SN142 SN144 to SN148 inclusive SN151	Several submissions expressed strong support for the proposed greenway infrastructure and recognized that prioritizing cyclists and pedestrians over motor vehicles will bring significant, health, safety and community benefits to the local area. Several submissions pointed to underutilized parking in the vicinity. Respondents expressed a view that study after study has shown across Ireland and Europe that removing on-street parking in front of businesses for patrons either has no impact on the levels of business footfall or it actually increases it. Several respondents highlighted that parking at the church, the parish center, chapel lane and the car park near the petrol station have adequate free space to cater for the needs of the town and requested that KCC seek to encourage the use of these spaces. The majority of submissions objected to the proposed loss of parking and requested that the proposal be	The proposed route prioritizes the needs of pedestrians, cyclists and other vulnerable road users. The loss of parking is inevitable, however a proportion of the existing parking along Canal View will remain. Alternative parking is available in the town in close proximity to the canal. Increased signage to direct visitors to such locations will be included in the scheme. The alternative proposals in relation to parking were considered. Due to the space constraints and the widths required for the greenway, the proposed solution is the most appropriate solution achieving a good balance between the need to protect and promote safety for pedestrians, cyclists and vulnerable road users vs vehicle parking. Further

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	SN153 to SN155 inclusive SN157, SN161 SN164 to SN167 SN169 to SN176 inclusive SN178, SN180, SN182, SN184, SN186, SN187 SN189, SN190 SN192 to SN199 inclusive SN201 to SN206 inclusive SN208 to SN213 inclusive, SN215 SN217 to SN268 inclusive SN270 to SN291 inclusive SN293 to SN318 inclusive SN320 to SN332 SN335 to SN 345 inclusive SN347 to SN351 inclusive SN354, SN356 SN358 to SN376 inclusive SN379 to SN460 inclusive SN463, SN465 SN467 to SN489 inclusive SN491 to SN508 inclusive	reconsidered. Respondents suggested that parking spaces are often fully occupied by the boat users, residents, staff and the customers of local businesses. Some residents noted that the current spaces are close to their houses/businesses and that residents with mobility difficulties may struggle to access alternative parking. Several submissions proposed alternative arrangements and requested that they be given further consideration. • Retain existing car parking or change to perpendicular parking, tail to nose parking or other potential parking arrangement. • Allocate the remaining parking to residents only. • Consider an alternative route for the greenway, such as directing greenway uses under the existing road bridge which might allow parking to be retained. • Consider moving the greenway further into the canal bank greenspace to retain additional parking spaces. • Purchase of additional land and construct a new car park to offset the loss of parking. • Construct a secure multistory car park with EV charging. • Remove spaces on church avenue to alleviate traffic congestion. • KCC to purchase the Church/ parish car park and operate free parking at weekends to encourage visitors. • Purchase lands to construct a new walkway to the school from the church grounds, with new entrance to rail station to alleviate congestion caused by parking at school pick up and drop off times.	consideration may be given to the suggested alternatives as part of future projects.

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Pedestrianization: Canal View- L3014/R407 Ramp	SN10, SN12, SN13 SN16 to SN18 inclusive SN21 to SN26 inclusive SN28 to SN33 inclusive SN37 to SN41 inclusive SN45, SN46 SN50 to SN53 inclusive SN55 to SN69 inclusive SN71 to SN99 inclusive SN102 to SN104 inclusive SN106 to SN117 inclusive SN119 to SN121 inclusive SN123 to SN126 inclusive SN129 to SN132 inclusive SN134 to SN139 SN142 to SN145 inclusive SN151, SN153, SN155, SN157, SN161 SN163 to SN167 inclusive SN169 to SN174 inclusive SN176 SN178 to SN180 SN182, SN184 SN186, SN 187 SN189, SN190 SN192 to SN206 inclusive SN208 to SN213 inclusive SN215 SN217 to SN268 inclusive SN270 to SN291 inclusive SN293 to SN317 inclusive SN318 SN320 to SN332 inclusive	Several submissions expressed strong support for the greenway and the proposed infrastructure on the north side of the canal at Canal View, recognizing the benefits that the prioritization of pedestrians and cyclists in the area will bring. The majority of submissions expressed strong opposition to the proposed closure of the Canal View ramp to vehicular traffic. Respondents noted their regular use of the Canal View ramp and highlighted the impact the proposal will have on them in terms of additional travel time, perceived increase in traffic and safety risks. Respondents requested a Traffic Impact Assessment be completed for this project. Several alternatives and improvements to the scheme were suggested, see below summary of the most commonly suggested alternatives. - Canal view ramp to be closed but the junction at the Canal View-R407/L3014 intersection should be improved to cater for the additional movements. - Canal view ramp to be closed to vehicles but the main point of entry for vehicles to be changed to the junction of Chapel Lane with the R407/L3014. - Leave the existing canal view ramp open, change the greenway route to pass below the existing Roadbridge. - Leave existing canal view ramp open, implement a one way system past the Lock 13 to create	The proposed Canal View ramp closure will allow for the safest and most direct route for Greenway users. It will also bring significant public realm benefits including safer pedestrian and cycle infrastructure serving Sallins town. Subject to the availability of land the Canal View - L3014 junction will be improved to allow for improved vehicle movements and a higher priority for pedestrians crossing. Traffic count study data was reviewed and considered in the preparation of the proposals. Traffic Impact Assessments (TIAs) are no longer in use and have been replaced by Transport Assessments (TA) which place a higher value on walking and cycling. Due the scale of the change proposed on this side of the canal as well as the proximity of the alternative route a TA is not required. Alternative options were considered, however due to land ownership, space constraints and other key considerations the proposed pedestrianization of the canal view ramp was considered to achieve the best balance in terms of bringing significant improvements to cycle and pedestrian infrastructure in Sallins while maintaining sufficient parking facilities overall, and having only a minor impact to existing vehicle movements.

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Pedestrianization of the Canal View-L3014 Ramp	SN335 to SN345 inclusive SN347 to SN351 inclusive SN354, SN356 SN358 to SN376 inclusive SN379 to SN460 inclusive SN463, SN465 SN467 to SN489 inclusive SN491 to SN508 inclusive	space for a cycle lane parallel to the existing road ramp. - Suggestion to close ramps only during greenway events. - Suggestion to implement a HGV Ban in Sallins.	
Pedestrianization of Church Avenue-L3014 Ramp	SN4, SN10, SN11, SN12, SN14, SN16, SN17, SN22, SN23, SN26 SN28 to SN33 inclusive SN37 to SN41 inclusive SN43, SN45, SN46, SN51 to SN53 inclusive SN55 to SN69 inclusive SN71 to SN100 inclusive SN102 to SN104 SN106 to SN121 inclusive SN123 to SN126 inclusive SN129 to SN139 inclusive SN142 to SN145 inclusive SN151 to SN153 inclusive SN155, SN157, SN161 SN163 to SN167 inclusive SN169 to SN174 inclusive SN176 SN178 to SN180 inclusive SN182, SN184 SN186, SN187 SN189, SN190 SN192 to SN206 inclusive SN208 to SN213 inclusive SN215 SN217 to SN268 inclusive	Several submissions expressed strong support for the pedestrianization proposed at Church Avenue in the interest of improved public realm features, prioritization of pedestrians and cyclists, reduction in vehicle traffic and improvements in pedestrian and vulnerable road user safety in particular for children using the route to walk to school. The majority of respondents expressed an objection to the closure of the church avenue ramp to vehicular traffic. Submissions noted that there are sharp turns along Chapel Avenue at The Railway Inn and the corner of the Church, potentially impacting emergency vehicles should they need access to Kerdiffstown. Submissions also noted that this is a particularly busy area during school drop off and pick ups and suffers from significant traffic congestion as it stands. Alternative Suggested - HGV Ban to be considered to reduce traffic in the town. - A one way system was suggested by several submissions. The proposed system would allow vehicles to enter on to Church Avenue via the existing ramp, but the Chapel Avenue section of	In the context of local and strategic policies, there is significant justification to prioritise the needs of vulnerable road users over the convenience of motorists. In particular, the hierarchy of road users, as set out by the Department of Transport, obliges that the highest priority should be given to active travel modes during decision making processes. The existing ramps on both sides of the canal provide no priority for vulnerable road users and poor quality crossing infrastructure. Furthermore, the sharp turns for vehicles, in particular from the north, are worse than those cited on Chapel Avenue. Pedestrians have no warning of traffic turning and given the proximity to the primary school, church and the railway station, improvements are needed to ensure a safer route for vulnerable pedestrians in particular. There have been many complaints from motorists that traffic waiting to turn right onto the ramp do not have sufficient sightlines to make the turn safely. A one way system would perpetuate the safety issues for the elderly and children using the area. By

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	SN270 to SN291 inclusive SN293 to SN318 inclusive SN320 to SN332 inclusive SN335 SN336 to SN345 inclusive SN347 to SN354 inclusive SN356 SN358 to SN376 inclusive SN379 to SN460 inclusive SN463, SN465 SN467 to SN489 inclusive SN491 to SN508 inclusive	the road would be changed to one way only, allowing traffic to flow in the direction from Church Avenue towards the L3014 only. No traffic flow allowed from the L3014 towards Church Avenue.	diverting all traffic onto the ramp, the danger for vulnerable road users would increase and as outlined would be counter to the principles set out in national and local policies on the prioritisation of facilities for vulnerable road users and the reduction in collisions between motorists and pedestrians/cyclists. Overall, on safety grounds, the closure of the ramp will enhance the priority, accessibility, and safety for all road users. An alternative route is available for motorists and two-way traffic uses Chapel Avenue at present. Traffic will still be able to access the church, the school and local amenities.
Access for Farm Machinery	SN269	I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church* Avenue. I would like it noted that I have an issue with the fact that there was not one mention of the farming community in these proposals. Farmers require access to both of these Slip Roads/Down Ramps for the carrying out of essential farming duties involving farm machinery. I truly believe it is a fundamental flaw of these proposals to completely ignore the essential farming community. In fact, I wholeheartedly believe that the closure of these two Slip Roads/Down Ramps would be detrimental to the farming community. Would any of the engineers be able to concisely, and clearly explain to me how they would envisage the turning of a tractor, a combine harvester, even a trailer around the 3 acute turns onto and off Chapel Avenue, or	The existing ramp on Canal View and Church Avenue are not suitable for large farm machinery. The existing curbs show damage from vehicles mounting the curbs. This creates a significant health and safety risk for pedestrians, cyclists and vulnerable road users. The closure of the ramps is necessary to prevent oversized vehicles using them and to eliminate the high potential for a significant H&S incident between vehicles and vulnerable road users in these locations. The proposed closure of the Ramp at Canal view will not inhibit the passage of moderately sized farm machinery which may use the junction of Chapel Lane with the L3014/R407 or the junction north of the 13th lock. Larger farm machinery should use the more appropriate alternative access from the eastern side.

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		how any farm machinery would turn onto Sherlockstown via the sharp turn around Canal View ? For the record, I want it noted that it is incumbent upon Kildare County Council to assess what negative financial impact the closure of these Slip Roads would have on the numerous farmers in Sherlockstown, Staffan, Killeenmore, Kerdiffstown, Daars and surrounding areas. Whilst the Greenway is a superb addition to the area, surely it is contradictory to force commuters to spend excessive amounts of time, and money on fuel as they sit in traffic jams? Has anyone researched the impact of the increased volume of emissions as a result of the guaranteed traffic congestion which would arise if these proposals were to go ahead. Therefore, I urge you to take on board my objection to these proposals.	The proposed development is part of a number of initiatives that will contribute to the reduction of traffic through Sallins by providing a much higher quality of pedestrian and cycle infrastructure in the town. This national project will assist east-west movements of pedestrians and cyclists but will complement the north-south Sallins Village Active Travel Scheme being developed with funding from the National Transport Authority's Active Travel Grants Programme. Reference is made to congestion and these schemes together will provide suitable alternatives for motorists to switch modes for local journeys whilst prioritising vulnerable road users over vehicular traffic. An increase in congestion is only "guaranteed" if sustainable transport initiatives are rejected.
Pencil Bollards Signage Landscaping	SN8	The provision of pencil bollards appears unnecessary here and would decrease the space available for pedestrians and cyclists. Suggest the use of landscaping/planting to prevent cars from mounting to the shared space. Is the large sign to show children crossing and 30km/ph speed necessary as the entire urban area should be 30kmph given this will be suggested in upcoming national policy changes? The signs and poles obstruct the footpath further reducing the space available for pedestrians - if required this should be moved. Could this go on an existing pole/somewhere not taking up space on the footpath?	The use of pencil bollards at the crossing points is preferred to give strong visual cues to both pedestrian and motorists which aid in identifying and defining the crossing point. Where possible additional signage shall be located on existing poles or positioned off to one side so as to avoid any obstructions to the footway.

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Health Benefits of Active Travel	SN9	Irish Doctors for the Environment (registered charity no 20205893) are a collective group of medical professionals in Ireland who are focussed on promoting, improving, and sustaining the health of humans by striving to improve the health of the environment. We have read the documents pertaining to the Living Streets: Dun Laoghaire project. We would like to offer it our wholehearted support. It is clear the proposed Sallins Grand Canal Greenway Link project has grasped the importance of towns requiring access to sustainable, safe, active forms of transport which creates greener public spaces to enhance community and social networks for people. We are very grateful to see these long-term visionary, positive initiatives. In order to support you in this we thought it helpful to highlight some of the literature around the harms of air pollution to health, and the benefits to health of active transport. Air pollution is one of the greatest threats to human health today, affecting almost every organ in everyone, everywhere. The World Health Organisation estimates that ambient air pollution is responsible for 4.2 million premature deaths worldwide in 2019 (1). In Ireland the EPA estimates that at least 1,300 deaths a year are attributable to air pollution (2). The American EPA have highlighted that people who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukaemia, and premature death (3). The good news is that rapid and significant reversals of this harm are achievable when policies, such as those envisioned in your plan, are implemented. The European	Strong support for the project and its potential benefits noted.

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		Environment Agency has shown, through several pilot projects, that a combination of measures aimed at reducing vehicular traffic 'reduce air pollution and often noise, and they improve residents' quality of life. Moreover, the same actions cut greenhouse gas emissions and, in many cases, save money' (4). This is the key point to realise: engendering a modal shift away from private car use towards public, and especially active, transport, has numerous co-benefits: The physical activity achieved by active transport has clear and quantified physical and mental health benefits, including significant reductions in the incidence of stroke, ischemic heart disease, type-2 diabetes, dementia, and depression (5) From an urban planning and design viewpoint, active travel contributes to a sense of vitality and social cohesion in towns and cities—walkers and cyclists enliven the city (6) Cities well served by public transport and active travel infrastructure prove highly desirable for both low-income groups and high-income groups, since there is an increasing demand for cost effective, sustainable modes of transport (7) Due to its low cost and significant health benefits, cycling in particular provides significant cost savings to society. For example, in one study researchers found that every km travelled by car costs society €0.15, whereas every km cycled actually benefits society €0.16 (8) Added to these are a plethora of other benefits including noise reduction, the benefit of increasing green spaces as an adaptation strategy to heatwaves, a reduction in road traffic deaths and shorter commuting times. Whilst we have chosen to focus on the health benefits of implementing your proposed Sallins Grand Canal Greenway Link project through the lens of local air pollution reduction, and the health benefits of active transport, we would also like to stress its importance in	

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		the larger context of the overwhelming need to cut our CO2 emissions to help prevent further global heating, with all its catastrophic attendant effects on health, infrastructure and economies. The annual Lancet Countdown of health and climate change report provides the clearest picture of the grave threat that climate breakdown is posing to human health (9). This imperative to reduce our emissions is enshrined into Irish law, and since transport accounts for a significant proportion of Irish emissions, radically transformative plans such as what you have proposed are essential if we are to meet our legally binding targets and our moral duty to our citizens and future generations. We would also like to highlight that research is showing the improvement in quality of life in towns and cities is an increasingly critical issue for urban planning. Research is revealing the main drivers of happiness in urban neighbourhoods includes open, natural green spaces and urban designs that foster social interaction and safety (10). The Sallins Grand Canal Greenway Link project will provide a hugely positive impact on the quality of life connecting towns through this mode of active transport. In summary, we wholeheartedly offer our support to your proposed plans, and look forward to working with you and other civil society groups in helping to garner the necessary public support to rapidly implement them. Le Meas, Irish Doctors for the Environment Registered charity number 20205893 References https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health https://www.epa.ie/our-services/monitoring--	

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		assessment/assessment/irelands-environment/air/ https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf https://www.eea.europa.eu/signals-archived/signals-2020/articles/improving-air-quality-improves-people2019s Götschi T, Tainio M, Maizlish N, Schwanen T, Goodman A, Woodcock J. Contrasts in active transport behaviour across four countries: how do they translate into public health benefits? Prev Med. 2015 May;74:42-8. doi: 10.1016/j.ypmed.2015.02.009. Epub 2015 Feb 24. PMID: 25724106; PMCID: PMC4456468. Gatersleben B., Murtagh N., White E. Hoody, Goody or Buddy? How Travel Mode Affects Social Perceptions in Urban Neighbourhoods. Transp. Res. Part F Traffic Psychol. Behav. 2013;21:219–230. doi: 10.1016/j.trf.2013.09.005. Rode P., Floater G. Accessibility in Cities: Transport and Urban Form. LSE; London, UK: 2014. NCE Cities, Paper 03 Gossling et al. Transport transitions in Copenhagen: comparing the cost of cars and bicycles. Ecological Economics, volume 113, 2015, p106-113 The 2023 report of the Lancet Countdown on health and climate change: the imperative for a health-centred response in a world facing irreversible harms. Romanello et al. Published November 13, 2023. DOI https://doi.org/10.1016/S0140-6736(23)01859-7 Pfeiffer D., Cloutier S. Planning for Happy Neighborhoods. Journal of the American Planning Association. Published May 04 2016. DOI 10.1080/01944363.2016.1166347	

5. CONCLUSION / RECOMMENDATION

The proposed development is considered to be in accordance with the proper planning and development of the area and it has been demonstrated that it aligns with and supports national, regional and local planning policies and objectives. In accordance with the legislation, the proposed development may be carried out as recommended in this Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended or decides not to proceed with the development.

It is recommended that the development should proceed as amended in this report and associated drawings.

SIGNED  DATE: 26.03.2024

Pamela Pender, Senior Executive Officer,
Planning, Strategic Projects & Public Realm
Kildare County Council, Devoy Park, Naas, Co. Kildare

APPENDICES

Appendices A – Submissions Report including those submitted by email and uploaded to portal.

Appendices B – Roads Report

	Submission	Observation	Author	SUBMISSION	
KCC-C215-GCG-1	KCC-C215-GCG-1 Sallins Greenway Link	Sallins Greenway Link	David Monaghan	Can the team please look into the option of replacing the 5m traffic light pole with a gantry traffic light above the road. As there is currently no planned HGV ban for Sallins, and with the increased pedestrian and cyclist numbers using the recently opened Greenway (phase 1 + bridge), the crossing point will become busier, in addition to people accessing the bus stop, including vulnerable road users. Furthermore, a recent pilot was completed for zebra crossing points to have new blue signage to replace 'Belisha beacons' where feasible. I suggest that all 'courtesy crossings' recently installed close to the Greenway bridge and proposed as part of this phase, should have zebra crossing markings along with the continental style blue zebra crossing signs to give priority to pedestrians and vulnerable road users. Thank you.	
KCC-C215-GCG-2	KCC-C215-GCG-2 Sallins Grand Canal Greenway link submission 2024	Sallins Grand Canal Greenway link submission 2024	Donal Meehan	1/ The proposal is removing an awful lot of car parking spaces from the town centre. Its not like there is ample spare street parking to start with. Given the demand for parking along Canal View from the canal boat residents, the patrons of Lock 13 and JP Healys and other businesses in the town centre, pleasure visitors to the canal, losing 20 odd spaces could be detrimental to businesses, and to those with reduced mobility who find it hard to walk from further away. Plans should be reviewed to see if there is a way to either increase parking elsewhere nearby and/or reduce the loss in the total number of car parking spaces. 2/ the existing ramp that was installed across Canal View connecting the Chapel Lane and the new pedestrian bridge should be converted to a Zebra Crossing. The the ramp connecting the new bridge to the school on Church Avenue should also be converted to a Zebra crossing. A lot of primary school aged children cross the road at both these locations, and it would greatly enhance their safety if these zebra crossings were installed. Whilst the school side has a crossing warden at present, they have gone long periods of time without having one, and the canal view side has not crossing warden. 3/ No details are shown as to how the traffic will be blocked off on the Church Avenue ramp. Will it be made to look nice? or will it just be plonking an orange baracade across it? please make it nice, and pedestrian friendly. 4/ A no right turn scheme should be implemented turning right out from Osberstown road onto the main Sallins Road R407. It is a lethal turn, as cars coming over the canal bridge cannot see over the hump very well to see the car darting out from the Osberstown road. Also in a similar theme, the new development proposed for the old Oldums site is going to have an entrance/exit from the existing site gates onto the R407, just south of the canal bridge. This will also results in safety issues with visibility, with cars coming over the hump not having much time to see cars turning out right from the Odlums development in front of them. Its also a very narrow and congested stretch of the town centre, and risks pedestrians and cyclist too if cars coming out from the Odlums development are needing to "dart" out as quick as possible before the car bearing down over the hump of the canal bridge gets up to them. Again, solution could be that a no right turn be implemented exiting the Odlums development out onto the R407 in the interest of general safety. 5/ The plan area should be expanded to include that part of Church Avenue tha runs down past the side of the Railway inn and the Parish Community Centre and around past the Church up to Cafe Grange. With the Church aveenue ramp being closed, all cars will now need to travel down this street instead to get down to the church/school/out of sallins down church avenue. Presently there is a sort of quasi one-way system in operation at busy times (school mornings and collection times, and mass times), where people can go from R407 down the ramp to Church avenue, and get back onto the R407 by using the street past the community centre/side of Railway Inn. It doesnt take much volume of counter flowing traffic to totally jam up the Church avenue section by community centre/railway inn, as there are one or two car parking spaces and a loading bay that make this stetch of road single lane usage wide if anything is parked there (which is pretty much parked there always). Also if there is no parking north of the canal now, more cars will also have to transit this stretch of road to get to the pay parking church and commnuity centre car parks. Its very dangerous for pedestrians when it jams up as quite a few motorists will drive up on the footpath to make space for the cars to try pass. Solution could be to make this stretch a clear way, by removing the 2 parking spaces, and the defunct loading bay (the loading bay is outside what was previously the florists but has now been turned back to residential).	
KCC-C215-GCG-3	KCC-C215-GCG-3 Insufficient intervention to prevent car access and missed opportunity for placemaking Improvements	Insufficient intervention to prevent car access on Church Avenue and R407(L3014) ramp	Conor Winchcombe	In "Site Layout - Sheet 4.pdf" - Ramp from R407(L3014) to Church Avenue recommended to be closed, however, there is no physical intervention proposed to prevent vehicular access from the R407(L3014) - I recommend that at this point and the proposed permanently closed end of church avenue, that the footpath be made continuous across these points, and permanent bollards or planters be installed at both entrances to prevent access by cars.	
KCC-C215-GCG-3	KCC-C215-GCG-3 Insufficient intervention to prevent car access and missed opportunity for placemaking Improvements	Missed opportunity for placemaking Improvements and traffic reduction in Sallins	Conor Winchcombe	The Design Manual for Urban Roads and Streets (DMURS) Recommends that "Designers should minimise the width of the carriageway by incorporating only as many lanes as needed to cater for projected vehicle flows and by reducing the size of individual lanes to meet predominant user needs" As this bridge is in the centre of Sallins town, and the plan proposes to incorporate the bridge within a greenway through the town, the expected predominant users will be walkers and cyclists. As the town has now been bypassed for traffic, the Canal Bridge is no longer a critical road link, having been re-designated as the L3014 a local road. Within DMURS a local road is recommended to have a width of 5-5.5 metres, the road widths shown in the plans exceed this (6.0m on the main canal bridge) If the widths were reduced to 5m, it would enable the widening of the Pedestrian footpath on both sides of the bridge (On the Odlums Mill side of the bridge the proposed Mill development includes remediation of the missing footpath on that side, not widening the footpath on this side of the bridge as part of the works would be a missed opportunity to dramatically improve connectivity within Sallins for pedestrians.)	
KCC-C215-GCG-3	KCC-C215-GCG-3 Insufficient intervention to prevent car access and missed opportunity for placemaking Improvements	Incorrect Designation of roads within the plan	Conor Winchcombe	Of primary concern is the designation of the main road as the R407, since the opening of the Sallins Bypass, that road has been designated as the R407, with the road passing through Sallins being redesignated as the L3014, as such the road width and design throughout the plans should be designed to meet the criteria for a local road within the Design Manual for Urban Roads and Streets (DMURS) rather than the current widths, which are those of an Arterial or Regional road. Recommended widths for a local road are 5-5.5 m and justification should be made if the local road widths and other design features are not being adhered to. Note: Some signage on the road retains the old designation, attached is a recent sign which shows the correct designation at the junction with the bypass link road (L1102)	

KCC-C215-GCG-4	KCC-C215-GCG-4 Comments and observations with regards to the works necessary for the proposed route	Removal of Parking	Pat Kidney	The proposal to remove 24 parking spaces needs to be reconsidered. These parking spaces are often fully occupied by the boat residents, other residents and the customers of Lock 13 (a destination which has customer travel from surrounding locations including Clane, Straffan, Naas and others). Simple inspections in the evenings and at weekends would demonstrate the usage of these parking spaces. Further, greenways in other parts of the country increase rather than reduce parking requirements at access points in towns and villages. The Greenway (which is to welcomed) will make Sallins a destination location (which is also welcome). Perhaps KCC will consider moving the greenway further in to the bank to provide more space for parking. If this didn't provide enough space for the full row of existing parking, consideration should be given to realigning the parking and turning the parking spaces 90 degrees - it is unlikely that all 20 spaces could be accommodated but at least the number lost would be substantially reduced.
KCC-C215-GCG-4	KCC-C215-GCG-4 Comments and observations with regards to the works necessary for the proposed route	make permanent the temporary closure of western end of Church Avenue to enhance the public realm environment for the village community.	Pat Kidney	I think that it is a good idea to make permanent the temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. I support this initiative
KCC-C215-GCG-5	KCC-C215-GCG-5 Objection to loss of 20 Car Parking Spaces	Objection to loss of 20 Car Parking Spaces	Barry Flanagan	Dear Sir/Madam, **Re: Objection to the Removal of Car Parking Spaces as Part of the Greenway Project in Sallins** I am writing to formally object to the proposed plans under the Greenway Project in Sallins, specifically regarding the removal of over 20 car parking spaces. These spaces are crucial for the residents, boat residents, locals, tourists, and patrons of local businesses such as Lock 13 Brewpub, JP Healy's, and Boylesports. The elimination of these parking spaces, including the handicap parking space, will have a detrimental effect on the turnover of these businesses. The reduction in accessibility, especially for mobility-reduced customers, will discourage visitors from coming to Sallins for lunch, dinner, brewery tours, chartered boat trips, and proposed guest accommodations. **Proposed Solutions:** **Retain Existing Parking Spaces or Relocate Them:** The current car parking spaces should either be left as they are or moved further in on the banks of the Grand Canal, where there appears to be space. It can also be taken into account that they could be moved at a 90 degree angle hence reducing the complete annihilation of parking in Sallins for businesses. **Alternative Route for Walkers and Cyclists:** Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. **Purchase of Derelict Site for Additional Parking:** If Kildare County Council were to acquire the derelict site in the village centre (former Gala and Post Office) and convert it into a car park, it would provide a sensible alternative to the removal of parking spaces on the canal side. **Impact on Business and Employment:** The current proposals, if implemented without modification, would severely impact the ability of businesses on this side of the canal to trade viably. The loss of parking spaces would likely lead to job losses and a decrease in business activities. As such, should these plans proceed in their current form, we would seek a significant reduction in our commercial rates. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of local businesses and the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals. I look forward to your response. Yours sincerely, Barry Flanagan
KCC-C215-GCG-6	KCC-C215-GCG-6 Sallins is a Tourist destination - As visitor numbers increase so will the need for parking.	Removal of parking spaces	Bargetrip Limited	Visitor numbers to Sallins have increased year on year over the past decade. There are several destination businesses on the waterfront engaged in hospitality and tourist activities that attract customers from outside of the local area. The most recent survey from Sallins Business Association puts this number at over 12,000 visitors annually. While the Greenway is a very welcome development, it is essential for existing businesses and potential new business on the waterfront that customers have somewhere for short term parking. This is in addition to the needs of existing residents. The proposed removal of so many parking spaces with no alternative being proposed by KCC is short sighted and would have an immediate negative effect on tourism in Sallins, just when an increase in visitor numbers is anticipated now that Phase 1 of the Greenway is open for its first season in 2024. Due to its location, proximity to Dublin and the M7, and existing services available, Sallins will become a significant destination hub on the Grand Canal Greenway where tourist visitors begin their Greenway experience. While many will arrive by train, especially from Dublin, people coming from places not on the commuter train route and those bring their own bikes will need parking. Since the Greenway opened in November 2023 there has been a noticeable increase in visitors arriving into Sallins by car, especially over the Christmas break, with bikes on the back or roof. And the season proper hasn't even started! KCC should consider the following alternatives. Using the existing canal bank space for the track through the village. Angled parking rather than linear parking on both sides of the canal. Land acquisition in Sallins that can be used to provide additional visitor parking. The last thing the tourism and hospitality sector in Sallins needs is to earn a reputation for being a nice place to visit but now where to park.

KCC-C215-GCG-7	KCC-C215-GCG-7 Support for the Proposed Part 8	part 8	Daniel Carr	I would like to voice my general support for the proposed Part 8 linking the two Kildare phases of the Grand Canal Greenway (one completed, one in progress *knocks on wood). I give credit to the reduction in the number of parking spaces to improve the overall public realm along Canal View and Osberstown Road. While this will likely result in short-term backlash it is important for the local authority to show leadership on climate action. The draft Kildare Local Authority Climate Action Plan published last October indicated that the transport sector is an area that Kildare Coco can work to facilitate and positively influence regarding GHG emissions reduction. Similar projects across the country such as in Blackrock, Co. Dublin that have prioritized active travel over the private car have being successful notably with stakeholders initially opposed coming around to liking the change in the streetscape. In the event that more parking spaces are retained following this public consultation, I would encourage giving priority to spaces for local residents rather than visitors to Sallins. Study after study has shown across Ireland and Europe that removing on-street parking in front of businesses for patrons either has no impact on the levels of business footfall or it actually increases! As the Grand Canal Greenway edges closer to completion in its entirety, from Grand Canal Dock (Dublin) to Shannon Harbour (Offaly), I suspect that there will be a substantial increase in footfall as Sallins' profile increases from the Greenway. And having the appropriate links between phases of the Greenway as it passes through villages like Sallins will support making the area attractive to more patrons. I would also like to support any improvements to the cycle lanes of the north side of the R407. The south side could do with more work to improve the cycling experience although I understand the space constraints on the bridge and that is outside the scope of this proposed Part 8. I hope that any enhancements there are being considered in the near future. I also support making the existing temporary road closure at Church Avenue permanent. It has been a welcome addition to the public realm in part of Sallins. Overall, I salute your efforts so far and encourage you to be as ambitious as possible in your eventual final plans. Daniel
KCC-C215-GCG-8	KCC-C215-GCG-8 Sallins Greenway Link - Positive!...but	Canal View – Sheet Nos. 1 & 2	Rian McGrattan	Bicycle Parking: There doesn't appear to be any space provided for bicycle parking, this is a concern. Suggest removal of car parking in front of the businesses on canal view to provide for this and along Oberstown Road. Design for Cyclists: The design of the space for cyclists should be stronger, there is ample space along the canal at Canal View to provide a properly segregated cycle lane. The mix of pedestrians and cyclists in the shared space will only end up leading to cyclists using the road coming off the bridge and not the shared space. This is the reality as the shared space is too narrow for both cyclists and pedestrians, especially if they are being expected to dismount in certain areas - this is not realistic and creates unnecessary clutter of ugly signage in the town centre. Cyclists will take the easier and more direct route, which will be the road space not the shared space, this is evident in the plans and if constructed is poor design. Design for Pedestrians: The use of guardrails is bad for pedestrians and restricts movement - see page 21 of DMURS, These should be removed from the proposals assuming the elevational changes allow. Or consider a shared street for cyclists and cars here this can be done by using better quality materials of the road to slow down cars. The removal of car parking is positive and allows people to enjoy the public space by the canal. The footpath in front of the buildings (north of road) is proposed at 1.8m, this is the minimum under DMURS and should be increased. Public Seating & Outdoor Dining: The addition of public seating and outdoor dining areas for the businesses along this stretch would be pleasant and help add activity to this area, this might involve the further removal of the car parking spaces directly in front of the businesses. This would be positive, however, the retention of an accessible space should be considered.
KCC-C215-GCG-8	KCC-C215-GCG-8 Sallins Greenway Link - Positive!...but	Canal View – Sheet No. 3	Rian McGrattan	The provision of pencil bollards appears unnecessary here and would decrease the space available for pedestrians and cyclists. Suggest the use of landscaping/planting to prevent cars from mounting to the shared space. Is the large sign to show children crossing and 30km/ph speed necessary as the entire urban area should be 30kmph given this will be suggested in upcoming national policy changes? The signs and poles obstruct the footpath further reducing the space available for pedestrians - if required this should be moved. Could this go on an existing pole/somewhere not taking up space on the footpath?
KCC-C215-GCG-8	KCC-C215-GCG-8 Sallins Greenway Link - Positive!...but	Church Ave – Sheet No. 4	Rian McGrattan	The ramp is labelled stating it will be closed to traffic however there doesn't appear to be any physical measures for this. Adding landscaping/bollards here would be positive to block vehicles entering Church Ave. As this area will now be closed to vehicles, suggest the addition of public seating, outdoor dining space, play space, and better public realm design than just tarmac to help show the space is now closed to traffic and can be used as public space.

KCC-C215-GCG-9	KCC-C215-GCG-9 Part 8 Proposed Sallins Grand Canal Greenway Link	Irish Doctors for the Environment submission to Part 8 Proposed Sallins Grand Canal Greenway Link	Irish Doctors for the Environment	Irish Doctors for the Environment (registered charity no 20205893) are a collective group of medical professionals in Ireland who are focussed on promoting, improving, and sustaining the health of humans by striving to improve the health of the environment. We have read the documents pertaining to the Living Streets: Dun Laoghaire project. We would like to offer it our wholehearted support. It is clear the proposed Sallins Grand Canal Greenway Link project has grasped the importance of towns requiring access to sustainable, safe, active forms of transport which creates greener public spaces to enhance community and social networks for people. We are very grateful to see these long-term visionary, positive initiatives. In order to support you in this we thought it helpful to highlight some of the literature around the harms of air pollution to health, and the benefits to health of active transport. Air pollution is one of the greatest threats to human health today, affecting almost every organ in everyone, everywhere. The World Health Organisation estimates that ambient air pollution is responsible for 4.2 million premature deaths worldwide in 2019 (1). In Ireland the EPA estimates that at least 1,300 deaths a year are attributable to air pollution (2). The American EPA have highlighted that people who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukaemia, and premature death (3). The good news is that rapid and significant reversals of this harm are achievable when policies, such as those envisioned in your plan, are implemented. The European Environment Agency has shown, through several pilot projects, that a combination of measures aimed at reducing vehicular traffic ‘reduce air pollution and often noise, and they improve residents’ quality of life. Moreover, the same actions cut greenhouse gas emissions and, in many cases, save money’ (4). This is the key point to realise: engendering a modal shift away from private car use towards public, and especially active, transport, has numerous co-benefits: The physical activity achieved by active transport has clear and quantified physical and mental health benefits, including significant reductions in the incidence of stroke, ischemic heart disease, type-2 diabetes, dementia, and depression (5) From an urban planning and design viewpoint, active travel contributes to a sense of vitality and social cohesion in towns and cities—walkers and cyclists enliven the city (6) Cities well served by public transport and active travel infrastructure prove highly desirable for both low-income groups and high-income groups, since there is an increasing demand for cost effective, sustainable modes of transport (7) Due to its low cost and significant health benefits, cycling in particular provides significant cost savings to society. For example, in one study researchers found that every km travelled by car costs society €0.15, whereas every km cycled actually benefits society €0.16 (8) Added to these are a plethora of other benefits including noise reduction, the benefit of increasing green spaces as an adaptation strategy to heatwaves, a reduction in road traffic deaths and shorter commuting times. Whilst we have chosen to focus on the health benefits of implementing your proposed Sallins Grand Canal Greenway Link project through the lens of local air pollution reduction, and the health benefits of active transport, we would also like to stress its importance in the larger context of the overwhelming need to cut our CO2 emissions to help prevent further global heating, with all its catastrophic attendant effects on health, infrastructure and economies. The annual Lancet Countdown of health and climate change report provides the clearest picture of the grave threat that climate breakdown is posing to human health (9). This imperative to reduce our emissions is enshrined into Irish law, and since transport accounts for a significant proportion of Irish emissions, radically transformative plans such as what you have proposed are essential if we are to meet our legally binding targets and our moral duty to our citizens and future generations. We would also like to highlight that research is showing the improvement in quality of life in towns and cities is an increasingly critical issue for urban planning. Research is revealing the main drivers of happiness in urban neighbourhoods includes open, natural green spaces and urban designs that foster social interaction and safety (10). The Sallins Grand Canal Greenway Link project will provide a hugely positive impact on the quality of life connecting towns through this mode of active transport. In summary, we wholeheartedly offer our support to your proposed plans, and look forward to working with you and other civil society groups in helping to garner the necessary public support to rapidly implement them. Le Meas, Irish Doctors for the Environment Registered charity number 20205893 References https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health https://www.epa.ie/our-services/monitoring--assessment/assessment/irelands-environment/air/ https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf https://www.eea.europa.eu/signals-archived/signals-2020/articles/improving-air-quality-improves-people2019s Götschi T, Tainio M, Maizlish N, Schwanen T, Goodman A, Woodcock J. 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KCC-C215-GCG-10	KCC-C215-GCG-10 Comments on Proposed Sallins Grand Canal Greenway Link	Sallins Grand Canal Greenway Scheme Considerations	Sean Keogh	I broadly welcome this plan as vehicular traffic needs to slowed down in Sallins (and urban areas in general). Pedestrians and cyclists should be prioritized in urban areas and people who are able, should be encouraged to park safely and sometimes walk a little further to run their errands. That said, provisions must be made for the infirm and the elderly also. In terms of the proposed roads layout around the old bridge I would note the following: 1. The sharp corner from the R407 onto Canal View (at old bookies site) could become a major pinch point if the ramp from R407 to Canal View is closed. An alternative suggestion might be to leave the ramp open to traffic and make the corner around to the R407 one way. This would allow for installation of a cycle lane at the corner of Canal View/R407. Therefore to leave the R407 to go onto Canal View towards Straffan, cars must only use the ramp. And cars coming from Straffan direction come along Canal View onto the R407 (as it the current situation). 2. On the other side of the bridge where the ramp is to close onto Church Avenue, this may cause significant problems outside Ceola/Ground Social as the parking spaces along there cause significant congestion. If the only way to access Church Avenue from the R407 is via the junction at Ceola/Ground Social, this will get worse. I would suggest that those spaces are removed and the residents along there given lifetime spaces across the road in the car park. 3. Regarding the 2 new crossings at Canal View, at both sides of the new bridge... better visibility is needed coming from Straffan side. Cars can't see pedestrians coming off the bridge and this will get worse when the foliage starts to grow on the hedge by the canal. Also, courtesy crossings in general seem to be causing confusion for pedestrians and motorists. Many motorists nonchalantly plough through the crossings and pedestrians/kids aren't sure where they stand. Greater awareness needs to be made if proper controlled crossings or pelican crossings are not to be installed. I welcome the flashing speed restriction signage but fear they will not be enough. 4. The new courtesy crossing at the school should also be upgraded to a full crossing. 5. Greater use of the Church Car Park, with reasonable free parking, should be considered to allow parking to support local businesses. This car park is under-used, particularly for school. The vast majority of citizens can walk from this car park to school and all the local business in the area. I counted via, Google Maps, 100 parking spaced between the church car park, community centre and the spaces outside the old post office. Taking into consideration those spaces, along with the railway station, Lidl and in other parts of the village, it's clear the village has ample parking within a couple of minutes of walk of the canals. Visitors in particular should have no problem using these spaces if some arrangement can be made to ensure they are free for a couple of hours. The plan probably can't work in any meaningful way without the removal of some spaces, but the proposals to remove spaces should be put into context with the overall number of spaces nearby. Remaining spaces along the canals can be prioritised for residents, wheelchair spaces etc. Some of the other proposals to change the orientation of the spaces on the canals might also work. 6. I strongly support the plan to keep the western side of Church Avenue closed permanently. People often tried to make the illegal turn there going right towards Clane. It just isn't safe to have this road open.
KCC-C215-GCG-11	KCC-C215-GCG-11 Part 8 Proposed Sallins Grand Canal Greenway Link'	Considerations for Sallins	Pamela Cranks	1. Suggested one way system down the ramp at church avenue past Grange Cafe and back out past church onto the R407. Closing this ramp, would force traffic down the tight turning between the Railway Inn & Ceola which is impacted by the residents on street parking, and currently creates congestion around peak times. School traffic coming from Clane will be heavily impacted by the removal of these ramps, those living just outside the village will require alternative parking means to the North side of the R407 in order to drop their children off to attend St Laurance school. 2. Suggested Purchasing of the Derelict site which was Gala and the post office to be used as additional car park spaces. Removal of the car parking spaces outside Lock13 along the canal at Canal View could potentially be detrimental to business, unless an alternative is provided. There are also residents living along both sides of the canal that rely on these spaces. Increased numbers of visitors & tourists to the greenway from other towns need alternative car parking. Removal of disability parking along the canal will impact those vulnerable and in need of such. 3. R407 is already a narrow and congested area of road within our small town, the risks to pedestrians and cyclists is a hazard without adding more vehicular traffic onto the main street. There are sharp turns along Church Aveune at The Railway Inn and the corner of the Church, impacting emergency vehicles should they need access to Kerdiffstown. 4. Can I also make a suggestion that the road ramp near Chapel Lane, connecting the new pedestrian bridge on Canal View across to the school be converted to a Zebra Crossing, to aid children when leaving school to safely cross without risk of a vehicle hitting them.

KCC-C215-GCG-12	KCC-C215-GCG-12 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Jacqui Richardson	Part 8 Proposed Sallins Grand Canal Greenway Link Dear Kildare County Council, I would like to make a twofold submission regarding the proposed Greenway plans in Sallins. Church Avenue I can not support the current proposed plans which severely restrict residents’ access to our National School, our Church and our Community Centre – the combined heart of our community. Whilst I appreciate and support the need for pedestrianisation and understand that the closure of the ramp from the R407 down Church Avenue is aimed at reducing potential collisions between pedestrians/cyclist and motorists, I feel there is a better and cheaper solution using the infrastructure that is already in place. My suggestion is that the ramp be retained for motorists use and that the section of road down the ramp, past the Church and Community Centre be turned into a one-way only system. This would mean that vehicles can only enter through the ramp and vehicles can only exit at the junction of the R407 and Church Avenue (at the Railway Inn). Doing this would: Ease congestion on the R407 caused by cars attempting to turn right into Church Avenue having to wait for cars already in Church Avenue to exit fist Significantly ease traffic in Church Avenue by removing cars entering at the Railway Inn and battling their way through oncoming traffic and parked cars All the current parking spaces could be retained, leaving somewhere for residents and visitors who wish to park and use the town’s facilities, access the Greenway or provide custom to local businesses The space of the vehicular lane taken away by the one-way system could be used to increase the size of the sidewalk all the way from the Railway Inn to the corner at Grangers Café, where there is already a brand new crossing to the Greenway. (The crossings should be changed into a pelican/toucan crossing.) Enable pedestrians and cyclist traveling from the Supervalu side of town to walk safely to the Greenway/School/Church/GAA etc. using crossings and pedestrian bridges that are already in place, avoiding the ramp altogether. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog to cross the R407 safely As already proposed in the plans, the slipway between Church Avenue and the R407 should be pedestrianised completely. This area can be used as bicycle parking and seating areas that are completely safe and away from the vehicular traffic. This plan is cost effective as it uses infrastructure that is already in place and benefits not only “visitors” being described in the plans as tourists and cyclist, but also the actual residents of Sallins who have to use the roads and amenities of the town every day. Canal View Side As a resident of Sherlockstown, I have to use this side of the canal several times a day and I do admit that it could do with improvement. There are a number of issues to address, being (a) The entrance/exit of vehicles from R407 to Canal View (b) Pedestrian walkways

			(c) Modification of the ramp to a cycle/pedestrian ramp with additional Toucan crossing (d) Parking (a) Entrance/Exit of Vehicles from R407 to Canal View I take no issue with the ramp being closed if, and only if, the residents of Sallins who need to access Canal View can do so safely. The proposed entrance/exit at the junction of R407 and Canal View as the sole option is not viable for four reasons: It is not wide enough for two cars to pass safely When trying to exit, your view of oncoming traffic to the right is blocked by parked cars and potted trees in the parking lot When trying to exit, you have limited view of oncoming traffic to your left as a result of the bridge Entering from the R407 at this point is dangerous as cars come flying through the parking lot to get to Canal View As such, I never use this junction to enter or exit Canal View. I propose that the ramp be removed completely that and the junction of R407 and Canal View be closed so that the main point of entry to Canal View be from the junction of Chapel Lane and the R407. This, however, would require adjustments to the short-sighted pavement installation which has created a situation whereby it is also difficult for two cars to pass each other here. This junction can definitely benefit from being made wider as it serves Canal View, Gala and the GAA. Additionally, if the exit at the junction of Canal View and R407 were to be closed, the existing dropped kerb could be removed effectively widening the area between the R407 and Canal View. This would be very welcome for motorists and could also lend itself to a proper and safe footpath running around Lock 13 to the parking lot area by the old Post Office. A safe pedestrian walkway is very much needed as that is a dangerous stretch of road to walk on! (See points (b) and (c) below) (b) Pedestrian walkways There is a distinct lack of safe walkways on the business side of Canal View. Canal View could benefit from having a dedicated and clearly demarcated or preferably raised pedestrian walkway running in front of businesses all the way around to the parking lot in front of the old Post Office. Whilst I applaud the Council on the recent installation of the pedestrian bridge and the new crossings on Canal View, I would implore the Council to consider changing the crossing nearest Chapel Lane to a Pelican/Toucan crossing. Witnessing the school rush in the mornings and afternoons there seems to be confusion regarding whether cars or pedestrians have right of way here and changing that crossing (which has the heaviest footfall) would significantly increase the safety of pedestrians and cyclists alike. I don't, however, support the addition of yet another crossing at the corner of Lock 13 as proposed on View 1 of the plans. Not only are there already two new crossing mere metres away from the proposed crossing, but putting a crossing so closed to an already dangerous corner is totally absurd. (c) Modification of the ramp to a cycle/pedestrian ramp with additional Toucan crossing I do not support the plans to change the existing ramp into a pedestrian and cycling ramp. There are two perfectly good pedestrian crossings at both ends of the bridge located at Pizza Dog and Gala respectively. There is also a brand new bridge for pedestrians and cyclists to cross the canal. We don't need additional traffic lights and crossings causing congestion. Why are the Council suddenly deviating from the original Greenway route, which was for cyclists to cross the pedestrian bridge and new crossing on Canal View, head down Chapel Lane and use the already designated cycle lane to get to the existing pedestrian crossing at the Gala? Encouraging pedestrians and cyclist to cross the R407 at the top of the bridge is an accident waiting to happen. I propose that the ramp be completely removed so that the road can be widened and a proper walkway installed for pedestrians who need to be able to safely walk from the parking lot at the old Post Office around that dangerous bend (see point (a) above) (d) Parking The car parking on Canal View is a complete mess, but removing the majority of the spaces would be extremely detrimental to the residents and local businesses of Sallins. As the parking is now, there are numerous issues to consider: Significant space wastage as a result of poorly marked horizontal parking spaces on the canal bank side A dangerous and completely senseless curve in the road at Chapel Lane which has caused many a near accident Extremely dangerous situations (especially at night) where patrons of the business on Canal View are parking on the canal bank side opposite the businesses and running across the unlit road I propose that all the horizontal car parking spaces on the canal bank side be removed and turned into a car lane heading towards the R407, thus straightening out the road. The car parking spaces on the business side of Canal View should be reconfigured to be clearly designated perpendicular parking spaces. These changes would result in: No more parking space wastage due to poorly designated horizontal parking spaces No more congestion due to unskilful drivers attempting to parallel park Straightening out the dangerous curve in the road (at Chapel Lane) Increased safety for residents and visitors who wish to park and patronise the local businesses by not having to cross the road Increased safety for pedestrians being able to use a proper walkway I hope that you find my suggestions as a resident wishing the best for Sallins helpful and insightful. Kind regards Jacqui Richardson

KCC-C215-GCG-13	KCC-C215-GCG-13 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’.	Straffan residents traffic route from Naas	Brian Maguire	Hi, I would like to drawn your attention to two areas for the proposed changes. 1) Straffan residents would be heavy users of the ramp when travelling from Naas. The ramp is convenient and much safer since the recent Sallins relief road was opened. If you close this ramp, traffic to Turnings and Straffan Village will need to manoeuvre on the tight right turn beside Lock 13. Many resides prefer not to take the busy route into Clane when communiting from Naas and you will force more traffic onto this already busy and challenging route. 2) Local businesses such as Lock 13 ot the Two Cooks will suffer from less parking options and will likely impact these thriving family owned business is a negative way. There is already access to the Greenway and these additional changes seem excessive and only thought about in isolation for one very impressive leisure facility.
KCC-C215-GCG-14	KCC-C215-GCG-14 Closer of Slip Road to Kerdiffstown Roand/Park & School	Sallins Greenway	Jennifer McGrath	I would like to object to the closure of the slips roads on the Sallins Canal. The Slip way down towards the school is needed to allow traffic to get to the school, golf club several private houses and shortly the new park and access to N7 northbound which is vital for people commuting to Dublin etc. The road at the Railway in can't accommodate the traffic with the slip road open regularly causes traffic build up as cars cant turned down here due to cars being parked in their spaces and the traffic entering Sallins from Kerdiffstown Road. There is no need for this slip road to be closed. Indeed a one way system whereoe the only turn down on to the Kerdiffstown Road from the main street in Sallins was via the slipway would actually help traffic movement in the area and also make it safer for children walking to the school playgrounds etc. The closure of this slip way is a ill thought out proposal and not proposed by anyone that would use this road on a regular basis. The harbour of the far side at Lock 13 is a lovely feature and he removal of car spaces here is unnecessary. Several of the residents on the canal use these for their cars and also customers to Lock 13 and JP Healys use then. Also by removing this spaces it leaves very little parking for families that would like to use the canal as a greenway for walks and bikes rides etc especially those more vulnerable users.
KCC-C215-GCG-16	KCC-C215-GCG-16 Objection to Part 8 Sallins Greenway Project	Objection to Part 8 Greenway Project Sallins	Dawn Culhane	I am writing to formally object to the proposed plans under the Part 8 Greenway Project in Sallins, which include the removal of two vehicle ramps either side of the canal, along with the removal of car parking spaces. I believe that the current plans will have a detrimental effect on the local community, businesses, and visitors, and that there are better alternatives that can achieve the same objectives of the Greenway Project without causing such disruption and inconvenience. The removal of the car parking spaces will negatively impact the local businesses and the attractiveness of the village for visitors. Sallins has been undergoing a revival in recent years, with new businesses opening and vacant units filling up. The village has also become a popular destination for visitors who want to enjoy the amenities and the hospitality of the locals. The car parking spaces are essential for supporting the economic activity and the social life of the village, as they allow people from outside the village to park and stay for longer periods of time, and provide convenience for those who live or work in the village and need to run errands, visit restaurants etc. The proposed reduction of car parking spaces will discourage people from coming to the village and will also create congestion and frustration for those who regularly use the parking. Closing off the ramp on the school side of the canal will bring challenges to motorists going both ways past the church. This will bring challenges and frustrations to those dropping and collecting children to/from school, residents, business owners and emergency services trying to access. Closing off the ramp on the Lock 13 side will potentially result in a tighter space for cars going both ways past Lock13. I hope that the Kildare County Council will consider the concerns and opinions of the people who live and work in Sallins, and who value the village as a vibrant and attractive place. I believe that the Greenway Project can be a positive and beneficial addition to the village, if it is done in a way that respects and enhances the existing features and facilities of the village. I hope that the council will engage with the local community and explore alternative solutions that can achieve a win-win outcome for everyone involved.
KCC-C215-GCG-17	KCC-C215-GCG-17 Sallins Greenway and proposed Road Closures	Church Avenue as main road access to Church, School and Johnstown area	Kieran O'Keeffe	Whilst welcoming the greenway proposal I believe the closure of the slip road will cause major traffic build up on the main street at the traffic lights. Presently despite double yellow lines on Church Avenue there is constant parking at the junction by customers picking up from local takeaways and if the slip road is closed this will only exacerbate the problem.
KCC-C215-GCG-18	KCC-C215-GCG-18 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 - Proposed Sallins Grand Canal Greenway Link	Michael Dolly	I would like to voice my support for the proposed Part 8 linking the two Kildare phases of the Grand Canal Greenway with the following suggestions/observations: 1. The closure of the two vehicle ramps either side of the canal is long overdue as they are not fit for purpose anymore both from a pedestrian and driver safety perspective. I would recommend that their closure be ‘permanent’ in structure (i.e. addition of curbing, paths, permanent bollards/planters etc) and not just use of ‘orange barcade’ as currently exists for the current temporary closed exit from Church Ave side onto Main Street. Not only should this road closure also be made permanent, as is proposed, but the existing courtesy crossing should be replaced with permanent structures as highlighted above (i.e. addition of curbing, paths, permanent bollards/planters etc). Courtesy Crossings with a movable ‘orange barcade’ are not appropriate for permanent closure of any ramp. 2. The proposed loss of car parking is regrettable, but required to provide the necessary, improvements to the overall public realm along Canal View and Osberstown Road and connection of the Greenway on both sides of Sallins Bridge. If any car park spaces can be saved on this Canal view side, it should be prioritized for residents usage rather than visitors to Sallins. There is ample paid parking available for visitors across the bridge in the car park beside the Church. This parking area needs to be better signposted on all roadways entering Sallins, to maximize people’s awareness and ultimately the car parks usage. With the Closure of the Vehicle ramp on off the bridge on the Church Ave side of the bridge, I would also propose that the 2 parking spaces and no longer required loading bay be also removed to make this road access clear 24/7. With the closure of the ramp on this side of the bridge more traffic will be forced down this road and if there are any cars parked on it, it makes for a nightmare to try and navigate (both for drivers and pedestrians alike as cars often move up onto the existing path to allow traffic pass). 3. The courtesy crossings recently implemented closest to the bridge (connecting the Chapel Lane and the new pedestrian bridge and the same on the school side of the bridge) should be converted to Zebra Crossings. These crossings are widely used by school kids and residents alike and Zebra Crossings would increase everyone’s safety over existing courtesy crossings.
KCC-C215-GCG-19	KCC-C215-GCG-19 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Timmy Murray	I wish to oppose the proposed development as it will reduce the parking spaces by 20 that are currently used by many locals and of the people who have lived on canal boats for a number of years. It will also reduce access to both the Kerdiffstown road and the Rahandoon road from Sallins at this point if these works go ahead. The canal bridge in Sallins will become a pinch point

KCC-C215-GCG-20	KCC-C215-GCG-20 Part 8 Proposed Sallins Grand Canal Greenway Link’.	Part 8 Proposed Sallins Grand Canal Greenway Link	Aaron Daly	Hi, I support the plans for the above Greenway link. It will be great for active travel and also visitors to the area. Regards, Aaron
KCC-C215-GCG-21	KCC-C215-GCG-21 Proposed development Ref. No. P82023.07	part 8	Brian Buckley	To whom it concerns, I think the proposed development in Sallins will be a great improvement. Might I suggest that instead of removing access from the off ramp to church Ave. that it is made a one way system from the R407 down the off ramp around by the church and back onto the R407. Regards, Brian
KCC-C215-GCG-22	KCC-C215-GCG-22 Sallins greenway	Sallins greenway	Paddy Mac Namara	Council proposals for closure of ramps in sallins are an excellent idea and well overdue. Paddy mac namara
KCC-C215-GCG-23	KCC-C215-GCG-23 Planning of closure to ramps of the bridge in Sallins	Planning of closure to ramps of the bridge in Sallins	Sadie McClean	Dear Kildare County Council, I would like to object to the proposal Part 8: Salins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and Canal View will cause major traffic congestion in Sallins. The bends on both these roads are rather narrow and cannot take two cars at the same time. As it is one car has to wait until the other car passes. This will cause mayhem during peak times. Large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. If the proposed works goes ahead the traffic will be backed up on to the main street with cars having no where to go! Both these Roads are used by many commuters to access the M7 and N7 motorways and are extremely busy during peak times.The newly developed Kerdiffstown Park which is due to open this year is located down one of these roads as is Sallins National school which is manic during school hours. There is currently no parking available to parents and cars are left abandoned down the narrow Kerdiffstown Road. The proposal to remove the current car parking spaces will severely impact an already existing parking problem, not to mention its effect on the residents and businesses that depend on these spaces for their own personal use, for their visitors and customers to avail of. Removing these spaces will be detrimental to local trade in the area, Sallin's will be boycotted and customers will travel to the other neighbouring towns where there is ample parking available and little traffic congestion. As a resident of Willouise, Sallins I am extremely concerned about this proposal and the knock on effect it will have both on my family and community if it goes ahead.
KCC-C215-GCG-24	KCC-C215-GCG-24 Objection to the proposal Part 8: Salins Grand Canal Greenway Link	Objection to the proposal Part 8: Salins Grand Canal Greenway Link	Michelle McClean	Dear Kildare County Council, I would like to object to the proposal Part 8: Salins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and Canal View will cause major traffic congestion in Sallins. The bends on both these roads are rather narrow and cannot take two cars at the same time. As it is one car has to wait until the other car passes. This will cause mayhem during peak times. Large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. If the proposed works goes ahead the traffic will be backed up on to the main street with cars having no where to go! Both these Roads are used by many commuters to access the M7 and N7 motorways and are extremely busy during peak times.The newly developed Kerdiffstown Park which is due to open this year is located down one of these roads as is Sallins National school which is manic during school hours. There is currently no parking available to parents and cars are left abandoned down the narrow Kerdiffstown Road. The proposal to remove the current car parking spaces will severely impact an already existing parking problem, not to mention its effect on the residents and businesses that depend on these spaces for their own personal use, for their visitors and customers to avail of. Removing these spaces will be detrimental to local trade in the area, Sallin's will be boycotted and customers will travel to the other neighbouring towns where there is ample parking available and little traffic congestion. As a resident of Willouise, Sallins I am extremely concerned about this proposal and the knock on effect it will have both on my family and community if it goes ahead.
KCC-C215-GCG-25	KCC-C215-GCG-25 Objection to the proposal Part 8: Salins Grand Canal Greenway Link	Objection to the proposal Part 8: Salins Grand Canal Greenway Link	Ashley Guerin	Dear Kildare County Council, I would like to object to the proposal Part 8: Sallins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and now Canal View will cause major traffic congestion in Sallins. The bends on both these roads are very narrow/blind particularly the one at Lock 13/Flanagahan Mill and cannot take two cars safely at the same time. As it is one car has to wait until the other car passes given the poor layout of the current blind corner. This will cause mayhem during peak times. Large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. I agree the Greenway is a very welcome development, it is essential for existing businesses and potential new business on the waterfront that customers have somewhere for short term parking. This is in addition to the needs of existing residents. The proposed removal of so many parking spaces with no alternative being proposed by KCC is short sighted and would have an immediate negative effect on tourism in Sallins, just when an increase in visitor numbers is anticipated now that Phase 1 of the Greenway in open for its first season in 2024.
KCC-C215-GCG-26	KCC-C215-GCG-26 Part 8 proposed Sallins Grand Canal Greenway link	Proposed Sallins Grand Canal Greenway link	Angela Bizerra	I would like to say that I oppose closing of both ramps and removal of 24 parking spaces. This will do big damage to all amenities and estates in this area.

KCC-C215-GCG-27	KCC-C215-GCG-27 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 - Proposed Sallins Grand Canal Greenway Link	A Chillon	Unfortunately, closing the ramps will not make any improvement to the cycle path as long as the narrow pedestrian side along the bridges don't get improved. Children going to school will not be safe cycling through the station bridge! - So the plan will not contribute to alleviate congestion, it will make it much worse.
KCC-C215-GCG-28	KCC-C215-GCG-28 Sallins greenway connection - think of the People!	Nobody considered the People of Sallins	Lisa Lancaster	Theme:part 8 I am writing to formally object to the proposed plans under the Part 8 Greenway Project in Sallins, which include the removal of two vehicle ramps either side of the canal, along with the removal of car parking spaces. I believe that the current plans will have a detrimental effect on the local community, businesses, and visitors, and that there are better alternatives that can achieve the same objectives of the Greenway Project without causing such disruption and inconvenience. The entire route from Sallins to Cellbridge have little narrow walking paths that run under the Bridges at each junction. Surely something similar can be done on the Lock 13 side and take the visitors under the bridge rather than over. A survey in the village was done on 2 days, 1 in January and 1 in February and approx 115 cars use the ramp at the school side during 9am and 9.30am. If these 115 cars have to use the road by the church it blocks up the entire village as it's too narrow on the bend at the church for 2 cars to pass by plus the entrance to the church car park is on that bend, as is the community centre car park entrance. Over 400 cars were counted throughout the days using the same slip road. If an emergency vehicle was to try to access the school or a house on this route it would have no chance. In fact no emergency services would get through the main road even as the whole of Sallins will become a carpark between 8.45 and 9.45 and again between 1.40pm and 3.45pm. The removal of the car parking spaces will negatively impact the local businesses and the attractiveness of the village for visitors. Sallins has been undergoing a revival in recent years, with new businesses opening and vacant units filling up. The village has also become a popular destination for visitors who want to enjoy the amenities and the hospitality of the locals. The car parking spaces are essential for supporting the economic activity and the social life of the village, as they allow people from outside the village to park and stay for longer periods of time, and provide convenience for those who live or work in the village and need to run errands, visit restaurants etc. The proposed reduction of car parking spaces will discourage people from coming to the village and will also create congestion and frustration for those who regularly use the parking. Closing off the ramp on the school side of the canal will bring challenges to motorists going both ways past the church. This will bring challenges and frustrations to those dropping and collecting children to/from school, residents, business owners and emergency services trying to access. Closing off the ramp on the Lock 13 side will potentially result in a tighter space for cars going both ways past Lock 13. I hope that the Kildare County Council will consider the concerns and opinions of the people who live and work in Sallins, and who value the village as a vibrant and attractive place. I believe that the Greenway Project can be a positive and beneficial addition to the village, if it is done in a way that respects and enhances the existing features and facilities of the village. I hope that the council will engage with the local community and explore alternative solutions that can achieve a win-win outcome for everyone involved.
KCC-C215-GCG-29	KCC-C215-GCG-29 What about the traffic and parking?	Residents don't matter, as always	Kenneth Sheehy	Dear Kildare County Council, I would like to object to the proposal Part 8: Sallins Grand Canal Greenway Link. In a town where traffic runs from one end to the other for at least 2 hours a day, and more on Fridays of course, how on earth did such a genuinely silly proposal make it this far? Where are the cars going to go, might I ask? The people dropping kids off to school and rushing to Dublin are STILL going to be doing that when this is in place, lest we forget, so what are they to do? And considering the local estates are already full to the brim with cars that are left there by commuters, something each one of you know at this stage (largely due to local people pushing back and taking to the national media with their concerns) what do you think will happen when these existing spaces are further reduced? Honestly, what? This must have been a thought on your minds at one stage, right? Are the residents of Sallins not entitled to any quality of life? It seems not. Please open your eyes to reality, and stop living in a fantasy world where this will bring anything other than chaos, congestion and anxiety to the people you claim to represent. Either listen to the people, or they will inevitably take their grievances further and bring national attention to the situation. Elections are coming also. And parties and candidates that ignore the people will inevitably be... ignored. Mise, le Meas, Kenneth
KCC-C215-GCG-30	KCC-C215-GCG-30 Part 8 - Proposed Sallins Grand Canal Greenway Link	Proposed Sallins Grand Canal Greenway Link	Sabrina Ennis	Dear Kildare County Council, I would like to voice my objection to the proposal Part 8: Sallins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and Canal View will cause major traffic congestion in Sallins. The bends on both these roads are very narrow & cannot take two cars safely at the same time. As it is one car has to wait until the other car passes given the poor layout of the current blind corner. I live in the estate opposite the railway pub and as it is it is extremely difficult to get in and out of the estate due to the amount of cars travelling through the village. The right hand turn by the railway will cause complete congestion coming from Naas as cars will have to queue to get down that road to access the church, playground, school and further on for commuters accessing the new Kerdiffstown amenities and further on to the N7. This plan makes no sense for the hard working residents of Sallins. On another note large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. I agree the while the Greenway is a very welcome development, it is essential for existing businesses and potential new business on the waterfront that customers have somewhere for short term parking. The proposed removal of so many parking spaces with no alternative being proposed by KCC is short sighted and would have an immediate negative effect on tourism in Sallins, just when an increase in visitor numbers is anticipated now that Phase 1 of the Greenway is open for its first season in 2024. I urge you to take the needs of the residents into consideration. Regards, Sabrina Ennis.

KCC-C215-GCG-31	KCC-C215-GCG-31 Part 8 Proposed Sallins Grand Canal Greenway Link	Proposed Sallins Grand Canal Greenway Link	Anne Collins	Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Anne Collins
KCC-C215-GCG-32	KCC-C215-GCG-32 Objection to Part 8 plans	Objection	Luke Joyce	Dear Sir/Madam, I am writing to formally object to the proposed Part 8 plans to remove car parking spaces outside Lock 13 Brewpub in Sallins. This proposal, if implemented, will have a detrimental impact on the local business environment, the daily lives of residents, and the overall vitality of our community. The removal of parking spaces outside Lock 13 Brewpub will significantly hinder the ability of customers to visit not only Lock 13 but also other local businesses. The convenience of nearby parking is a crucial factor for many patrons who decide to visit Sallins over other neighboring towns such as Naas, Clane, or Kill. By eliminating these parking spaces, we risk diverting our customer base to areas where parking is more accessible, thereby harming our local economy. Furthermore, the proposal neglects the needs of the staff working at these establishments and the residents living in the vicinity. The absence of adequate parking will not only inconvenience these groups but may also force them to seek parking in residential areas, exacerbating existing parking issues within these communities and potentially leading to increased congestion and safety concerns. The impact on individuals with disabilities cannot be overstated. The lack of designated handicap parking spaces at the entrance of Lock 13 is particularly concerning. Accessibility is a fundamental right, and it is imperative that any urban planning decisions prioritize the provision of accessible facilities for all community members, especially those with mobility challenges. Moreover, I propose the reinstatement of a dedicated section under the bridge for walkers and cyclists. This feature was previously available before the alterations made by the Waterways and the County Council. Restoring this passageway would significantly enhance the safety and enjoyment of the Greenway for pedestrians and cyclists alike, eliminating the need for them to navigate dangerous crossings on bridges with poor visibility for motorists. In conclusion, I urge the Kildare County Council to reconsider the proposed Part 8 plans. It is essential that any changes to our urban landscape are made in consultation with the local community, businesses, and stakeholders to ensure that the needs and concerns of all parties are adequately addressed. We must work together to find a balanced solution that supports the economic vitality of Sallins, prioritizes the safety and accessibility of our public spaces, and preserves the character of our community. Thank you for your attention to this matter. I look forward to your response and to engaging in a constructive dialogue on how we can achieve a mutually beneficial outcome. Yours sincerely, Luke Joyce
KCC-C215-GCG-33	KCC-C215-GCG-33 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Conor Keegan	I strongly disagree and am opposed with the proposed closing of both roads either side of the canal bridge. The Chapel lane road is not an adequate replacement for all the traffic that would need to use it if the roads are closed Regards Conor Keegan

KCC-C215-GCG-34	KCC-C215-GCG-34 Part 8	part 8	Josephine Fogarty	Dear Kildare County Council, I would like to voice my objection to the proposal Part 8: Sallins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and Canal View will cause major traffic congestion in Sallins and is a terrible idea. The bends on both these roads are very narrow & cannot take two cars safely at the same time. As it is one car has to wait until the other car passes given the poor layout of the current blind corner. I live in Sallins Pier opposite the railway pub and as it is it is extremely difficult to get in and out of the estate due to the amount of cars travelling through the village. The right hand turn by the railway will cause complete congestion coming from Naas as cars will have to queue to get down that road to access the church, playground, school and further on for commuters accessing the new Kerdiffstown amenities and further on to the N7. This plan makes no sense for the hard working residents of Sallins. On another note large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. I agree the while the Greenway is a very welcome development, it is essential for existing businesses and potential new business on the waterfront that customers have somewhere for short term parking. The proposed removal of so many parking spaces with no alternative being proposed by KCC is short sighted and would have an immediate negative effect on tourism in Sallins, just when an increase in visitor numbers is anticipated now that Phase 1 of the Greenway in open for its first season in 2024. I urge you to take the needs of the residents into consideration.
KCC-C215-GCG-35	KCC-C215-GCG-35 General Support for Part 8 - Proposed Sallins Grand Canal Greenway Link	Town Planning Submission - Part 8 Grand Canal Greenway Link General Support:	Vincent Harris	This submission expresses general support for the proposed Part 8 connecting the Kildare phases of the Grand Canal Greenway. However, several recommendations and concerns are raised regarding specific aspects of the plan. Car Parking: While the loss of car parking is regrettable, it is considered necessary for public realm improvements and Greenway connection on both sides of Sallins Bridge. Recommendation: Construct a secure multi-story car park (with EV charging and ample bicycle parking facilities) where the current carpark on Church Ave currently sits. Residents losing existing parking should receive free permits in this facility. Maintain disabled parking space numbers where appropriate. Sallins Bridge: Recommendation: Improve bridge layout and design to prioritise cyclists and pedestrians: Reduce vehicle lane widths to 5m. Widen pedestrian footpaths on both sides (including Odlums Mill side). Consider bridge widening to allow for a continuous safe, segregated cycle way. Remove lane markings creating ambiguity (Dutch model) to slow traffic. Change road surface material to differentiate it from traditional roads, promoting cautious driving. Bicycle Parking: There is no dedicated bicycle parking shown in the plans, which is a major concern. Recommendation: Provide properly segregated cycle lanes throughout Sallins with ample space for cyclists. Shared space between pedestrians and cyclists is insufficient and will likely push cyclists onto the road, negating the Greenway benefits. Public Seating & Outdoor Dining: Adding public seating and outdoor dining areas for businesses is encouraged. Street Clutter: Signs and poles on the footpath obstruct pedestrian space. Recommendation: Relocate these elements onto existing poles or elsewhere to save footpath space. Church Ave: The proposed closure of the ramp to traffic lacks physical enforcement measures. Recommendation: Add landscaping/built features to prevent vehicle access. Utilise the closed area for public seating, outdoor dining, play space, and high-quality public realm design, signifying its pedestrian-only status. In conclusion, while supporting the overall project, this submission urges the planners to address the concerns raised regarding car parking alternatives, bridge design to prioritise active travel, dedicated bicycle parking, improved public realm, and addressing street clutter. Implementing these recommendations will ensure the project truly fosters sustainable and inclusive development for Sallins.
KCC-C215-GCG-36	KCC-C215-GCG-36 Part 8 proposed sallins grand canal greenway link	Part 8 Sallins Grand Canal Greenwsy link	Carl Houlden	I oppose the loss of the parking spaces on canal view. This will create huge difficulties as I live on canal view and have some difficulties walking. This is a big loss for residents here. We do not have alternatives. The ramps could still be closed and a cycle lane put in on the grass towpath bank. Still achieving the connectivity needed for the greenway. But not sacrificing the parking spaces that is needed for residents like myself who rely on it.
KCC-C215-GCG-37	KCC-C215-GCG-37 Objection to parts of the Proposal Part 8: Sallins Grand Canal Greenway Link	Closure of Ramp at Church Avenue	Karen Byrne	I would like to object to the closure of the ramp at Church Avenue and propose making this a one-way system instead, using the ramp for heading out of the village towards the school/various houses/n7/Kerdiffstown Park/Golf Club & Driving range, and using the road along the church and side of Railway Inn/Ground Social for the return road back in to the village. Closing this ramp will cause a traffic build-up on the main street, as forcing two-way traffic along Church Avenue at Ground Social/Railway Inn is not currently possible in its current state. At various times of the day there are cars parked (legally & illegally) along this road and the turn at the church is too tight to allow for two-way traffic. Traffic will not be able to flow freely and therefore the people waiting on Main Street to turn on to this specific road will be held up.

KCC-C215-GCG-37	KCC-C215-GCG-37 Objection to parts of the Proposal Part 8: Sallins Grand Canal Greenway Link	Removal of Parking Spaces at Canal View	Karen Byrne	While I support somewhat the closure of the ramp at Canal View, I would like to object to the removal of so many parking spaces within that area. If you were to survey that parking at the weekends especially, you will see that every spot is filled with people/tourists/visitors using them to explore our lovely village and eateries - removing these spots will deter people from coming and therefore remove business for the lovely coffee shops & pubs & restaurants in the area. Maybe you could consider moving the Greenway further in towards the bank of the canal and turning the parking spots at a 90° angle and allowing more parking that way.
KCC-C215-GCG-37	KCC-C215-GCG-37 Objection to parts of the Proposal Part 8: Sallins Grand Canal Greenway Link	Footpaths	Karen Byrne	I wholly support the installation of the footpaths along Canal View. This will be safer for walkers.
KCC-C215-GCG-37	KCC-C215-GCG-37 Objection to parts of the Proposal Part 8: Sallins Grand Canal Greenway Link	Closure of ramp at Canal View - drivers	Karen Byrne	If the closure of the ramp was to proceed, with traffic turning along the front of Flanagans Mill to access Canal View, consideration needs to be given to clear right of way along here. Currently in the height of peak traffic it's a free-for-all with traffic coming across the private lands in front of the old Gala, and tyre shop, Chapel Lane, and the private land at the Garage and Nolans butchers. It is dangerous as it is with children specifically heading towards the GAA and the cars jutting across Chapel Lane from the garage to the front of Gala and accessing Canal View from there. Anything to get ahead of another car. No indication is given and no stop in places. This is an accident waiting to happen. As the lands there are all privately owned - I would beg Kildare County Council to put in very clear signage here before there is an accident.
KCC-C215-GCG-38	KCC-C215-GCG-38 Objection to proposed Sallins Grand Canal Greenway Link	Objection to proposed Sallins Grand Canal Greenway Link	Kate Masterson	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal Viewto facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that Kildare County Council give due consideration to the impact that the removal of these 24 car parking spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of the western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Kate Masterson

KCC-C215-GCG-39	KCC-C215-GCG-39 Part 8, Proposed Sallins grand canal Greenway link	Objection to parts of proposed Sallins greenway link	Shay Collins	Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. There is not enough room for a large vehicle and a small vehicle to pass. A simple traffic survey would have alerted the council to this. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. There is not enough for one large vehicle and one small vehicle to pass.A simple traffic survey would have alerted the council to this. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Shay Collins
KCC-C215-GCG-40	KCC-C215-GCG-40 Part 8: Sallins Grand Canal Greenway Link	Part 8: Sallins Grand Canal Greenway Link	Jemma McGuinness	Dear Kildare County Council, I would like to formally object to the Proposal Part 8: Sallins Grand Canal Greenway Link. The proposed closure of both ramps will cause major congestion in Sallins and only exacerbate the existing traffic problems in the village. Both Church Avenue and Canal View Roads are extremely narrow and the closure of these ramps will only increase the risk of injuries and traffic collisions. The removal of car parking spaces is short sighted and does not take into account the local residents (Including boat residents), business owners, those dropping/collecting children from school, visitors to the greenway and also emergency services trying to access local areas. The removal of the disability spaces on the canal will also have an impact on those with reduced mobility who want to access the greenway. I urge you to take the needs of the local residents and businesses before proceeding with these works. Yours faithfully, Jemma McGuinness
KCC-C215-GCG-41	KCC-C215-GCG-41 https://consult.kildarecoco.ie/en/consultation/part-8-proposed-sallins-grand-canal-greenway-link	Part 8	Mary Carson	I don’t think the closure to traffic is good for the village these ramps are used daily by cars heading towards Sherlock’s town and heading towards the primary school, naas golf club and n7. removal of parking will directly affect businesses along the canal as well as the boating community. The green way is good but I don’t think there is the volume using it to disrupt the existing infrastructure. I walk the greenway most days and it’s really only busy at weekends. expecting all traffic to use chapel lane which is narrow as it is, is dangerous and accident waiting to happen. The people in the village will be directly affected on a daily basis kildare Co Co should reconsider this proposal.
KCC-C215-GCG-42	KCC-C215-GCG-42 Support of local plan	Support of proposed plan	Laura Mahon	Although I don't think the proposed plan is perfect (I'd like to see more priority given to cyclists in and out of the village), I am as a whole supportive of the plans. In my opinion the loss of some parking spaces is a very worthy sacrifice for the creation of additional shared space. I believe this will bring more vibrancy and tourism to the village.
KCC-C215-GCG-43	KCC-C215-GCG-43 Proposed grand canal greenway link	Prevent traffic congestion on chapel avenue Sallins	Paul O Rourke	If the closure of Vehicular access to the downward ramp at canal bridge from R407 to kerdiffstown road does proceed , I suggest removing remaining parking spaces on chapel avenue to widen road as at peak traffic times I anticipate chapel avenue to double in traffic with the closure of the downward ramp at canal bridge , I also recommend have anti parking bollards on chapel avenue footpath to discourage drop offs and pick ups by road users .Regards Paul
KCC-C215-GCG-44	KCC-C215-GCG-44 Part 8 Proposed Sallins Grand Canal Greeway Route	Proposed Grand Canal Greeway Link	T O Hara	I support the proposed Grand Canal Greeway link. This will improve pedestrian and cycling access in Sallins. It will also aid Sallins Community events close to the Canal.

KCC-C215-GCG-45	KCC-C215-GCG-45 Objection to Sallins canal bridge access ramps closure	Objection to permanent ramp closure	Suzanne Rae	Could the ramp be temporarily closed for Greenway events rather than a permanent closure which will cause serious traffic issues. If these ramps are closed it will force traffic down two very narrow streets and cause traffic congestion in the village. We've only just got away from horrendous traffic with the link road and if this goes ahead it will be a big step backwards. Is there really a need to close off permanently? Could there be temporary closures to allow for Greenway events?
KCC-C215-GCG-46	KCC-C215-GCG-46 Proposed Sallins Grand Canal Greenway Link	Objection to closing the ramps at the bridge in Sallins	Sharona Ferguson	Hello I would like to object to the above closing of the ramp opposite 'Two Cooks' and the ramp outside 'Lock 13' pub. This is because: Myself and a lot of other people use that ramp outside 'Two Cooks' to exit Sallins and gain entry either onto the N7 or go through the backroads to Dublin. If this road is closed then I will not be able to get to work and neither will a lot of other people. If I decide to go on the bypass or go through Monread then I will be stuck in a traffic jam that goes beyond Johnstown Garden Centre all the way into Naas. I know this because I drive over the bridge over the motorway and I see the long tailback of traffic to Naas. Closing this road will prolong mine and other people's journeys to and from work and use up more petrol/diesel which will adversely affect the climate. If I choose to go by train to work, I can't as there is no direct bus or train to where I work. Neither can I cycle or walk as it is too far. The proposed closing of this ramp and putting in, if I am correct, TWO sets of pedestrian lights will only cause a major traffic jam in Sallins when it is already becoming very busy. This is BEFORE the Odlum development of multiple blocks of apartments, houses, Neville's Sallins hotel (though we have a hotel already) and a 'nursing home', more apartment blocks, houses where the green hoarding is (the old meat factory), the proposed apartment blocks going opposite the Lidl, the apartments or houses going in beside Sallins Pier and more houses/apartments going in where the 'Sallins Hire Company' used to be. All of this will generate cars and traffic. What would be a far better solution would be to either: have the cyclists from the greenway cycle UNDER the bridge (ie, get the Odlums developer to build a route here) so that the cyclists could safely cycle under the bridge onto the Odlums side and not cause any stopping of cars with unnecessary pedestrian lights. This would be a much safer option for everyone and when the new bridge goes in at Soldier's Island they can safely cycle over to the other side of the greenway. This way accidents would be prevented and no extra build up of traffic. Alternatively, route the cyclists (not my idea but a great one) either one way around by the Canal Boat Hire company and chipper or buy the land beside the Railway Bar and have them cycle through there. While I'm submitting, can you please explain WHY you can't purchase that land when it is under one million euro but, according to a local business owner when he spoke to the company who will be paving the road area you want closed, you are spending ... one and a half million euro on a few paving slabs? This area is too small and they must be amazing paving slabs if that's the price - I can't wait to see them, I'm assuming they are 'gold' or something. Why don't you purchase the land by the Railway Pub and make that a town square or put a town square beside the Lidl. Now that would be a proper town square. That is something you could have done in Odlums but you missed the boat there. Finally, please, please can you stop making decisions about Sallins if you do not live here. It is us residents who are left with the mess that is made. I went through what 5 years of dirt on our roads while the bypass was built, now another few years of muck. You need to reduce our property tax please and only have locals who live here involved in the decision making process. We live here so we know what will and will not work and there's plenty of residents who can help make the right decisions. There needs to be responsible development and building where developers are not allowed to build something that they don't have to live with in their back yard. Never mind the fact that environmental impact studies should be taken seriously. People come to Sallins to see a bit of nature on the greenway, soon they won't be able to see anything bar apartment blocks and concrete. If you are going to do something then please do it right or don't do it at all. Many thanks.
KCC-C215-GCG-47	KCC-C215-GCG-47 Objection to Proposed Sallins Grand Canal Greenway Link	Objection to the Removal of Car Parking Spaces & Closure of off-ramps as Part of the Greenway Project in Sallins	Denis Buckley	Planning Department Kildare County Council Áras Chill Dara Devoy Park Naas Co. Kildare ** Part 8 - Proposed Sallins Grand Canal Greenway Link** Dear Sir/Madam, **Re: Objection to the Removal of Car Parking Spaces & Closure of off-ramps as Part of the Greenway Project in Sallins** I am writing to formally object to the proposed plans under the Greenway Project in Sallins. The design is incomplete, flawed and gives priority to the few cyclists who will need to traverse across the R407 at the canal at the expense of the everyday resident and road user. The removal of over 20 car parking spaces along Canal view will negatively impact local residents who use these spaces during school drop off and collection times, gaa pitch users, walkers/ cyclists who park along here to use the new greenway, boat residents, tourists, and patrons of local businesses. Consideration should be given to an alternative design allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road, which poses safety concerns. Additionally, I object to the closure of both off-ramps from R407 down to Canal view and Church Avenue. This closure will cause a traffic bottleneck on the R407 main-street, Canal view and Church Avenue. With the recent narrowing of junctions in the village, delivery trucks, agricultural machinery and bin lorries all have great difficulty turning at junctions and have been seen mounting the footpaths to get around the tight bends . Recent “improvements” have made the village more dangerous for pedestrians/ cyclists and motorists at certain intersections. The closure of the off-ramps on both sides will exacerbate the problem , forcing cars and trucks down side roads with tight bends (at the Canal view junction, Lock13 and the Church) where 2 cars cannot pass on as it is never mind larger vehicles. The inclusion in the design of a slip into the canal to facilitate the launching of canoes and stand up paddle boards would be a welcome benefit to the local community and would help boost tourism in the village. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of local businesses and the community. I urge the council to reconsider the current plans. Thank you for considering my objections and proposals. I look forward to your response. Yours sincerely, D. Buckley
KCC-C215-GCG-48	KCC-C215-GCG-48 GRAND CANAL GREENWAY LINK Part VIII Reference No. P82023.07	Church Avenue car parking spaces cause a block	Paul Kelly	Hi team, Is there any plan to remove car parking spaces on Church avenue ? These space cause a lot of congestion during peek times? Regards Paul Kelly

KCC-C215-GCG-49	KCC-C215-GCG-49 Support for the plans	Support for the plans	Paul Flynn	While supporting the plans, I would recommend some changes to help alleviate issues brought up in other submissions. A multi-story car park along with secure bicycle parking located near the town would help locals that are losing parking places (allow locals to park for free). A multistory carpark would also help with tourism and the local businesses in the area. Prioritising cyclists and pedestrians on Sallins Bridge with wider paths, segregated cycle lanes, and slower traffic measures, dedicated cycle lanes throughout Sallins, public seating and outdoor dining areas, relocated street clutter, and traffic-calming measures on the closed Church Ave ramp. Furthermore, all design elements and materials should be of high quality and in keeping with the quaint, old-worldy character of Sallins to ensure a cohesive and visually appealing public realm that respects the town's unique heritage. This inclusive development will promote sustainable travel and enhance the overall experience for residents and visitors.
KCC-C215-GCG-50	KCC-C215-GCG-50 Part 8 Proposed Sallins Grand Canal Greenway Link	part 8	Rebecca Grogan	I think that prioritising pedestrians, cyclists and the community over vehicles is a welcome development for Sallins. At the moment vehicles dominate the village. Sallins is missing an outdoor community space and closing off the ramps will facilitate this. I also welcome removing parking spaces but there should be alternatives provided to local residents that may have always relied on these spaces. The paid parking at the playground is rarely full - maybe consider how to make this a free parking area. I hope that the council has considered the knock on effects of closing these ramps and have planned appropriately to manage this. Traffic will now be diverted to narrow lanes and corners that aren't suitable for the likely volume of traffic. This might mean traffic jams and increased risk to pedestrians in the village centre. One way to address this issue is to do more to reduce the volume of traffic that flows through the village. There is still a lot of non local traffic that should be using the bypass. Some solutions could be HGV bans and signage to direct non local traffic away from the village to the bypass and other routes. Also understanding how to optimise navigation applications like google maps to guide road traffic users to the bypass instead of through the village. When Kerdiffstown Park opens, there should be signage for cars to follow an alternative route that avoids going down by the primary school to get there.
KCC-C215-GCG-51	KCC-C215-GCG-51 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Garret Carragher	Opposition to the Proposed Development on the R407 Outlined below are the reasons why we are opposed to the proposed development on the R407, which involves removing the existing vehicular ramp and replacing it with a pedestrian/cyclist only ramp, as well as improving the existing pedestrian and cycle infrastructure. I argue that this development will have negative impacts on the traffic flow, the safety of the road users, and the environment. The proposed development on the R407 is part of the greenway project, which aims to provide a continuous and safe route for pedestrians and cyclists along the canal. The development plan states that the existing vehicular ramp will be removed and a new pedestrian/cyclist only ramp will be constructed, which will have a smaller footprint and will bring greenway users from Canal View to the proposed crossing point on the R407. The plan also includes improvements to the existing pedestrian and cycle infrastructure on the R407, such as widening the footpaths, installing cycle lanes, and adding traffic signals. I am opposed to the proposed development on the R407 for the following reasons: Traffic flow: The removal of the existing vehicular ramp will reduce the capacity of the R407, which is already a busy and congested road. This will result in longer travel times, increased fuel consumption, and more air pollution. The proposed crossing point on the R407 will also create a bottleneck and a potential conflict point between the vehicles and the greenway users, especially during peak hours. The reality is that there are thousands of vehicles using this access ramp each week to commute to work, bring their children to schools, go to their homes and to access the canal. If it was changed to a cycle / pedestrian access only I would expect less than twenty bikes per week would use it. Safety: The proposed development will compromise the safety of the road users, both motorists and non-motorists. The new pedestrian/cyclist only ramp will be located in a blind spot, which will make it difficult for the drivers to see the greenway users entering or exiting the ramp. The proposed crossing point on the R407 will also pose a risk of collisions, as the drivers may not be able to stop or yield in time for the greenway users, especially if they are speeding or distracted. The improvements to the existing pedestrian and cycle infrastructure on the R407 may not be sufficient to ensure the safety of the non-motorists, as they will still have to share the road with the vehicles, which may not respect the cycle lanes or the traffic signals. Environment: The proposed development will have adverse effects on the environment, both natural and built. The removal of the existing vehicular ramp will result in the loss of green space and trees, which provide shade, oxygen, and habitat for wildlife. The new pedestrian/cyclist only ramp will also require the excavation and construction of a concrete structure, which will generate noise, dust, and waste. The increased traffic congestion and air pollution on the R407 will also contribute to the greenhouse gas emissions and climate change. Changes to date: the current changes to Sallins roads have been to the detriment of everyone. The plastic bollards are unsightly, ineffective and dangerous as a number of them are broken. They are a poor solution to helping cyclists use the roads safely and I say this as a keen cyclist myself. Reality of cycling: In reality the majority of cyclists are not using these lanes as they are all on the footpaths. Having cycled most weekends with my three children I would never bring them on the roads as most drivers have no respect for cyclists, are on their phones and in some cases should not have a driving licence. One particular instance comes to mind, cycling with my son on the footpath from Joe Mallon Motors towards Sallins we came to the zebra crossing and were going into Millennium Park to cycle on the canal. We made it across the first part of the crossing and I noticed that a car was coming out of Naas and not slowing. I grabbed my son to stop him going further and the car just went straight onto the crossing and continued on through the roundabout. There was an elderly woman driving and she did not see us. This was about noon or 1pm on a Sunday. Recommendation: The proposed development on the R407 be rejected, as it will have more negative than positive impacts on the traffic flow, the safety of the road users, and the environment. I suggest that alternative solutions be explored, such as maintaining the existing vehicular ramp and improving its accessibility and safety for the greenway users, or finding a different location for the greenway crossing that will not interfere with the traffic flow on the R407. I also urge that more consultation and engagement be done with the stakeholders and the public before any decision is made on the proposed development. If you need further details let me know.

KCC-C215-GCG-52	KCC-C215-GCG-52 Grand Canal Greenway Sallins	Proposed Sallins Grand Canal Greenway Link'	Patricia Cronin	I would like to commend Kildare County Council (KCC) for the work that has been undertaken on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is an excellent amenity for locals and visitors to enjoy. However, it is of concern that a Traffic Impact Assessment was not carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. I want to register my objection to the proposed removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. Closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, will result in all traffic using Chapel Avenue. Chapel Avenue is a narrow road with acute corners, residents' parking, a playground, Church, Community centre and coffee shop. It is also the route to Sallins National School. The result of this change will lead to a considerable backlog of traffic trying to exit Chapel Avenue onto the main road leading to Naas and Clane. Moreover, vehicles turning into Chapel Avenue from the main road will be impeded as the current configuration of parking on one side of the Chapel Avenue means the road is essentially the width of one vehicle. Therefore, there will be traffic backed up on the main road. This will, in turn, affects entrance and exits to Sallins Train station. This will be exacerbated considerably at school start and finish times. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. The proposed changes will, in my view, increase the risk to pedestrians and users of this area. In addition, I oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take my objection into consideration.
KCC-C215-GCG-53	KCC-C215-GCG-53 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Vikki Geldard	First and foremost, I want to express my appreciation to Kildare County Council (KCC) for their efforts on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. However, I am surprised that there has been no Traffic Impact Assessment conducted for the proposed development, particularly given the associated road closure proposals. As someone who frequently uses the roads leading to and from Sallins, including the vehicular ramps, I am well acquainted with the significant traffic congestion in the village. I must convey my strong opposition to the suggested removal of the existing vehicular ramp and the provision of a pedestrian-only ramp with reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. Additionally, I oppose the closure of the vehicular ramp at the R407 junction with Church Avenue. Closing off the access to Kerdiffstown Road from the R407 on the Canal Bridge would redirect all traffic onto Chapel Avenue, a narrow road with sharp corners that hosts a playground, a church, a community center, a community cafe, and residential properties. Two-way traffic is already challenging along this road, and it serves as the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will inevitably lead to traffic congestion in both directions on the main road through the village (R407). Similarly, closing the vehicular ramp to Sherlockstown Road will adversely impact traffic flow, leading to further congestion and backlogs onto the main road. The current road layout struggles with two-way traffic around the bends as you join the Sherlockstown Road. The intersection from Sherlockstown Road onto the main road, leading towards Naas, is presently very acute. Vehicles are compelled to take a broader turn, intruding into the oncoming traffic lane to evade the cycle lane that has been added. Therefore by forcing all vehicles to use this access point, if vehicles are waiting to turn onto the Sherlockstown road, the option for a vehicle turning towards Naas will be limited and will need to impose on the cycle lane to not hit the awaiting turning traffic. I want to emphasize my belief that closing both vehicular ramps poses a significant risk of injury, and a thorough assessment of traffic usage in these areas is necessary. I also strongly oppose the removal of the 24 parking spaces, as recent health check workshops in 2023 highlighted the essential need for parking spaces along the Canal and Chapel Avenue. These on-street parking spaces are crucial for residents and local businesses, considering the 90-plus residents in the immediate vicinity. KCC should carefully consider the impact that the removal of these spaces will have on the daily lives of residents and businesses in the local community. In light of these concerns, I kindly request that you take my objection into consideration.
KCC-C215-GCG-54	KCC-C215-GCG-54 Part 8 Sallins Grand Canal Greenway link	Support for section 8 Greenway link Sallins	Laura Merren	I support this plan. Creating safer quieter sections around the canal with reduced traffic is a major bonus for the community. The new pedestrian bridge offers a safer route for many children to walk or be walked to school. The need to drop children off to school by car should affect few families. Walking buses could be arranged by parents to help with drop off and collections. These families and school children will benefit by the ramps bring closed off for safer walking routes. Sallins has a bypass and several routes around it. Yet it still be used as a cut through e.g Naas-Clane. It needs to be less car friendly. The 'temporary' closure of the dangerous avenue should never be reopened. It is not wide enough for cars especially common SUVs turning that bend. They often mounted the tiny path. A path used by families walking to the canal bank. This area should be permanently closed and paved to make a more useable defined community space. There are no safe outdoor gathering spaces in Sallins. The loss of parking is an issue. It affects me directly, but i still fully support the plan. Kildare Council should consider leasing the Parish Hall carpark and playground carpark to offer off-peak and overnight free parking for residents. Public lighting would need to be addressed in the playground car park. Any car spaces that are left, should be disability priority. The greenway continuation as proposed will benefit Sallins residents and visitors.

KCC-C215-GCG-55	KCC-C215-GCG-55 Part 8 - Proposed Sal/ins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Avril Corcoran	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sal/ins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals. I do not consent to the plans stated above.

KCC-C215-GCG-56	KCC-C215-GCG-56 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Breda Farrell	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner.
				4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-57	KCC-C215-GCG-57 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 - Proposed Sallins Grand Canal Greenway Link	Geraldine Sexton	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner.
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KCC-C215-GCG-58	KCC-C215-GCG-58 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Bridget Murray	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner.

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KCC-C215-GCG-59	KCC-C215-GCG-59 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Alan Hurney	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. 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KCC-C215-GCG-60	KCC-C215-GCG-60 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Colm Keane	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner.
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KCC-C215-GCG-61	KCC-C215-GCG-61 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Lorraine Keane	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. 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Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be able to live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-62	KCC-C215-GCG-62 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Ann Marie Murphy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-63	KCC-C215-GCG-63 Totally ludicrous decision	Part 8 Proposed Sallins Grand Canal Greenway Link	Fiona Murphy	Sallins was a lovely sleepy village when I was growing up, quaint, safe and full of community good will. I am aware that change happens and is to be expected due to progress. What is to happen to people who’ve always used these roads to bypass Clane and Monread. Sallins will become a complete bottleneck with little or no parking as it stands, where is the sense in any of this proposed planning changes. (REDACTED SENTENCE) I implore you to reconsider your plans, don’t change our (village) little town any further, I believe it would be in your and our best interests to build another primary school, secondary school, Gardaí station or other social dwelling. Yours sincerely Concerned Fiona Murphy
KCC-C215-GCG-64	KCC-C215-GCG-64 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Barbara A. Dunne	I object to the closure of the ramp road beside the canal in sallins., & the removal of current car parking spots/ change to 24 hr payment?
KCC-C215-GCG-65	KCC-C215-GCG-65 Part 8 Proposed Sallins Grand Canal Greenway Link	Part * Proposed Sallins Grand Canal Greenway Link	Bernard McGinn	As resident of Sallins i commute like so many others by car to work. My job involves road travel so public transport unfortunately is not suitable for me, so travel between Sallins and my various destinations involves using the Sherlockstown and Kerdiffstown ramps at various times of the day. I am totally aghast at the proposal to close these ramps and this will not be good for the village causing excessive and DANGEROUS congestion on both sides of the canal. I implore you to rethink this plan as i am not against the greenway i think its a brilliant initiative but not to the detriment of every other road and amenities users and School children in Sallins Village.
KCC-C215-GCG-66	KCC-C215-GCG-66 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Martin Buggy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-67	KCC-C215-GCG-67 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Alfie Beahan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-68	KCC-C215-GCG-68 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Tony Shalloe	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-69	KCC-C215-GCG-69 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Ann Marie Shalloe	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-71	KCC-C215-GCG-71 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Cormac Cullinane	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-72	KCC-C215-GCG-72 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sean McDonnell	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-73	KCC-C215-GCG-73 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Hazel Buggy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-74	KCC-C215-GCG-74 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Eileen O’Connor	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-75	KCC-C215-GCG-75 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Joseph Duignam	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-76	KCC-C215-GCG-76 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Ray Brennan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-77	KCC-C215-GCG-77 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Mick Duff	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-78	KCC-C215-GCG-78 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Malgorzata Niska	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-79	KCC-C215-GCG-79 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Breda Duff	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-80	KCC-C215-GCG-80 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	James Byrne	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-81	KCC-C215-GCG-81 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Anne and Brendan Murphy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-82	KCC-C215-GCG-82 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	E Stompor	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-83	KCC-C215-GCG-83 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	S McFadden	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-84	KCC-C215-GCG-84 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Iwone Metywne	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-85	KCC-C215-GCG-85 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eoin Barry	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-86	KCC-C215-GCG-86 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	A Murphy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-87	KCC-C215-GCG-87 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	K Murphy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-88	KCC-C215-GCG-88 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Rose Connolly	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of

				a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odiums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. These car parking spaces are invaluable to residents and local businesses. Residents and local businesses have lobbied for many years now, alongside our locally elected representatives to retain car parking spaces in the village. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). Further examples in the vicinity are Kileen bridge, Posonby bridge and Ardclough bridge all of which have the Greenway passing through underneath, the pathway narrows to .c4/5 ft. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog on the Main street to cross the R407 safely or at the Gala respectively. There is also a brand new bridge installed which opened recently down near the school for pedestrians and cyclists to cross the canal. 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 6. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. It appears this corner is incorrected names, this area is known as Canal View and requires rectification for transparency purposes to members of the public. We fully support the re-opening of this corner with a left turn only. Thank you for considering my objections and recommendations.
KCC-C215-GCG-89	KCC-C215-GCG-89 No more tax payers money spend on anything in Sallins except for respite centre, retirement homes, schools etc	No to everything what is planned for Sallins	Anna Ninjamum	No further greenway phase 2 No to closing the 2 slip ramps off the canal.leading to Kerfiffstown, and Sherlockstown. No traffic study was done. People who don't live in Sallins come up with plans and ruined Sallins. No thanks

KCC-C215-GCG-90	KCC-C215-GCG-90 Objection to proposed changes to Sallins road network due to the Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Orlagh Kelly	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy and is a wonderful addition to the village. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. I am not completely opposed to the proposed Removal of the existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. However, to do so without additional changes to the junction that will remain onto the Sherlockstown Road is, quite frankly, unbelievable. From the Naas direction the acuteness of this junction is dangerous for both vehicles and pedestrians and will add to the backlog of traffic in the village. I vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. The closing of this vehicular ramp is not required for the Greenway Link and the most logical use of the road network here is to have a one way system, access to Kerdiffstown Road from R407 Main Street via the ramp and return access to the R407 Main Street via Chapel Avenue. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-91	KCC-C215-GCG-91 Part 8 Proposed Sallins Grand Canal Greenway Link	Objection to Part 8	Maria Delaney	I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. If the proposals go ahead Sallins Main Street will essentially become a carpark. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. It currently congested the main street access and that is with 400+ cars at peak times like work and school hours using the ramp. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Also the corner at Lock 13 is very tight and if there is a build up of traffic in both directions it will again lead to congestion out onto main street with no one being able to go in any direction as they will be caught at the corner unable to pass each other. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. I do however support the change from temporary closure to a permanent one at the corner near canal stores, the western end of Church Avenue, this corner is too dangerous and the access onto main road is also too dangerous. Cars are not allowed to turn right however they still do and cause mayhem and also while trying to try left, towards Naas cars have to pull out too far onto the road to see up the bridge to see if it is safe to pull out. This is a pedestrian ramp that they have to pull out onto while observing. This area would be a perfect location for bicycle parking. I believe it is in the best interest of Sallins, its residents and its visitors for an alternate route to be sought for to connect the two greenway areas, perhaps a tunnel under the canal bridge with adequate railings for safety. Yours faithfully, Maria Delaney

KCC-C215-GCG-92	KCC-C215-GCG-92 Part 8 Proposed Sallins Grand Canal Greenway Link	Sallins Road Access	Siobhan Cunniffe	While I am hugely supportive of the great work Kildare Co Council has put in to date on the Greenway & the new bridge / boardwalk over the canal, I am very concerned at the proposed changes in roads by closing both slipways on the canal in the village. These roads are used extensively - to access housing developments on one side of the canal, and to access the school, church, playground, community centre, Garrai Beag centre, golf club & the N7 on the other. To propose that all traffic would now go down by the church or by Flanagans mill, on extremely narrow roads with acute turns suggests that no one has even considered the current traffic flow in the village and how we live our lives on a daily basis. While I do appreciate that the Greenway will bring tourism & visitors to our village, those of us who live here must be allowed to have preference to these occasional visitors. The recent closure of the end of Church avenue / Canal to facilitate one business has added to the traffic congestion. Why this is being considered as a permanent proposal when it is adding so significantly to traffic coming from the school etc in the direction of Naas? There is nothing on the street that justifies this closure, apart from a number of tables for a business that closes a number of days of the week / months of the year. As a village, we have experienced death & serious injury due to poor traffic management. We live with constant traffic congestion that the by-pass has not addressed. There are proposals for additional developments in the Odlums site & on the current land opposite Lidl which will only increase our population & traffic. We need Kildare Co Council to prioritise us the people of sallins and ensure that the proposed amendments are not allowed to happen.
KCC-C215-GCG-93	KCC-C215-GCG-93 Proposed Sallins Grand Canal Greenway Link	part 8	Gina Malone	I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. If the proposals go ahead Sallins Main Street will essentially become a carpark. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. It currently congested the main street access and that is with 400+ cars at peak times like work and school hours using the ramp. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Also the corner at Lock 13 is very tight and if there is a build up of traffic in both directions it will again lead to congestion out onto main street with no one being able to go in any direction as they will be caught at the corner unable to pass each other. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. I do however support the change from temporary closure to a permanent one at the corner near canal stores, the western end of Church Avenue, this corner is too dangerous and the access onto main road is also too dangerous. Cars are not allowed to turn right however they still do and cause mayhem and also while trying to try left, towards Naas cars have to pull out too far onto the road to see up the bridge to see if it is safe to pull out. This is a pedestrian ramp that they have to pull out onto while observing. This area would be a perfect location for bicycle parking. I believe it is in the best interest of Sallins, its residents and its visitors for an alternate route to be sought for to connect the two greenway areas, perhaps a tunnel under the canal bridge with adequate railings for safety. Yours faithfully, G Malone
KCC-C215-GCG-94	KCC-C215-GCG-94 Part 8 proposed sallins grand canal greenaway link	Proposed sallins grand canal greenaway link	Debbie Coffey	I object to both bridges being closed and removal of 24 car park spaces along canal view, if this was to go ahead the traffic congestion will be terrible for Sallins and to remove car park spaces is crazy, as we only have 24 spaces, the new green way is lovely in sallins but people still have to get to work by car, and closing both bridges will not work for sallins so please consider this for the people of sallins.

KCC-C215-GCG-95	KCC-C215-GCG-95 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Janice Epstein	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W9 I X77F Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel Avenue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be able to live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-97	KCC-C215-GCG-97 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Rachael Lennox	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue arc predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-98	KCC-C215-GCG-98 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Gillian Laffan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the corner of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of 24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business's needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. 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The current proposals, if implemented without modification, would severely impact the quiet enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-99	KCC-C215-GCG-99 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Karen Lennox	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View I, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View I, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). 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Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business's needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.
KCC-C215-GCG-100	KCC-C215-GCG-100 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	John Looney	I live in Kerdiffstown, Sallins and regularly use the road junctions on the south side of the Grand Canal in Sallins to access the R407 to visit Naas and Clane. The proposed closure of the vehicular ramp from the R407 to Church Avenue might just work but only if all obstructions on the only alternative access to Kerdiffstown are removed. If the ramp is closed all vehicular traffic from the R407 will have to turn onto Church Avenue at the Railway Bar junction and at present there is a loading bay which is regularly used as parking and two parking places on Church Avenue opposite the Community Centre which effectively reduces this Road to a single lane alternating road and the use of the footpath by vehicles and I doubt if this is acceptable. Please give this consideration before closing the ramp.

KCC-C215-GCG-101	KCC-C215-GCG-101 Objection to the proposal Part 8: Salins Grand Canal Greenway Link - Removal of Parking	Objection to the proposal Part 8: Salins Grand Canal Greenway Link - Removal of Parking Spaces	Brian Seidman	Councillors, I have lived at 2 Canal View in Sallins for the past 6.5+ years, and I expect to continue to live there for the foreseeable future. I am an Irish citizen and a registered voter. I also own a car. I am vehemently against the proposal to remove all parking along Canal View, and have difficulty believing that this proposal has even been made. Car ownership is essential for living in the village. If the parking spaces are removed, where am I, my neighbors along Canal View and Chapel Lane, and the patrons of the businesses in Sallins to park? Removing the parking would destroy the village's businesses, and would greatly interfere with essential parts of my and many others lives, making work and other parts of life that require a car exceptionally difficult or even impossible. I'm not sure how this short-sighted proposal has come about. But it completely ignores the very real needs of the village's residents and businesses for parking spaces. I strongly urge you to oppose this proposal.
KCC-C215-GCG-102	KCC-C215-GCG-102 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Paddy Byrne	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-103	KCC-C215-GCG-103 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Irene Byrne	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-104	KCC-C215-GCG-104 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Kitty Collins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-105	KCC-C215-GCG-105 NTA Submission Sallins Grand Canal Link	Sallins Grand Canal Link	National Transport Authority	The NTA welcomes the proposal to link the Grand Canal more effectively with Sallins and to provide continuous infrastructure through the town. The overall concept of closing the existing vehicular ramp and providing an active travel connection to the Grand Canal Greenway will greatly enhance connectivity. However, the NTA has concerns regarding some of the details of the scheme, including the proposal to provide a pedestrian only ramp and requesting cyclists to dismount. This approach would not align with the principles of Universal Design and Inclusive Mobility in the Cycle Design Manual, which recommends that cycle facilities should be designed to be useable by people of all ages and abilities, using a variety of different types of cycles and wheeling equipment. Providing infrastructure that requires cyclists to dismount would exclude those cycling who may not be a position to easily dismount from their vehicle and push it up or down a ramp. Recommendation the NTA would recommend that the proposals should be amended to facilitate both pedestrians and cycle traffic on the access ramp and that the ramp should be designed in accordance with the requirements of the cycle design manual.
KCC-C215-GCG-106	KCC-C215-GCG-106 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Monica Collins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-107	KCC-C215-GCG-107 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Richard Purcell	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-108	KCC-C215-GCG-108 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Nuala Purcell	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-109	KCC-C215-GCG-109 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Laurence Gahan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-110	KCC-C215-GCG-110 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Maria Gahan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-111	KCC-C215-GCG-111 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	John Collins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-112	KCC-C215-GCG-112 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	part 8	Ute Giede	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-113	KCC-C215-GCG-113 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Berni Birchall	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-114	KCC-C215-GCG-114 Part 8 Proposed Sallins Grand Canal Greenway Link' - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link' - Objection	Alison Cummins	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed:

KCC-C215-GCG-115	KCC-C215-GCG-115 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Georgia Gonzalez	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed:
KCC-C215-GCG-116	KCC-C215-GCG-116 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Closing of vehicular ramp and car parking removal	Evelyn Murphy	To whom it may concern, I wish to register my strong opposition to the proposed closing of the vehicular ramp and car parking removal in Sallins at the canal view. I am a resident of Kerdiffstown in Sallins and feel this is a very retrograde step. The access to the Kerdiffstown road will be severely compromised - particularly at busy school time. It's a nightmare trying to get around by the church to access the Kerdiffstown road if the school or commuter traffic is coming against you - I have often waited for 20 minutes to allow traffic to go past as two cars don't fit. There is huge community opposition to this plan and I request you reconsider your proposal immediately. Many thanks Kind regards Evelyn Murphy
KCC-C215-GCG-117	KCC-C215-GCG-117 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Closing of down ramp on Canal View, Sallins	Pat Murphy	Dear Sir/Madam, I am an owner/occupier in the Orchard apartments in Sallins. There seems to be a proposal to close the ramp on Canal View and remove some of the road car parking. I strongly object to any loss of car parking space in front of the Orchard apartments. The car parking spaces in front of the Orchard apartments are essential for the residents of the apartments. Your sincerely, Pat Murphy.

KCC-C215-GCG-118	KCC-C215-GCG-118 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Sallins (2) Greenway Part 8	Cllr. Seamus Moore	To whom it concerns. I wish to make a submission on the above Part 8 Sallins Grand Canal Greenway Link. "Having a local knowledge of Sallins, since its small village status, following a close examination and walking tour as a Public Representative and having listened to reasoned argument against certain proposals in the proposed Sallins Link to the Greenway Plan, I believe the following considerations should receive acknowledgement and further study before presentation to the local representative body of Naas Municipal District Members for approval. 1.Sallins is now a Commuter Town of over 6,000 people. Despite having a Main Line Rail Station, it is not a town with a high usage of trains as a means of travelling to work (as per CSO Data) but is heavily dependent on the use of cars as a transport system. 2. Sallins National School, on the Kerdiffstown Road, on the East and undeveloped side of the Town, is and will remain a DESTINATION CENTRE of high importance to a town with over 3,000 young children, (not all of whom go to that school). 3.It is a school that is not within walking access for the majority of parents and students and cars are the main means of transport to that centre. 4. It is a fair assumption that most of the school traffic to that Kerdiffstown Road destination would customly use the Church Avenue Ramp Entry and Road Exit on a very regular basis. 5. On the closure of those two facilities to motorised traffic, these parents will now be re-routed via the Sallins Church Section of the same named Church Avenue and exit and enter from the R 407 (Main Street) with the assistance of the existing Traffic Lights system. 6. The promotional maps do not clearly identify if it is the intention of planners to leave the Traffic Lights at the exit of Church Avenue to R407 or to transfer them nearer to the Bridge over the Grand Canal (Drawing P20-278-0112-0007) 6. A future alternative access and short distance walking route to the School could be via the new Pedestrian Bridge from Canal View Road, on the north side of the Grand Canal, but NO FACILITIES PARKING for dis-embarking children from cars is identified on the north side. 7. It is my opinion that since no numerical data of any existing or future models of traffic movement in and around Church Avenue Sallins have been presented to support proposed changes, that the recommendation of the Consultants to simply 'CLOSE' routes of long standing and usage,calls the validity of a the proposals into question. 8. It is my recommendation that the results of a Traffic Impact Assessment and Study should be attached to the Planning Proposals to alleviate public concerns around the proposed changes. Yours sincerely, Seamie Moore Cllr.
KCC-C215-GCG-119	KCC-C215-GCG-119 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link' - Objection	Andrew Brady	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Andrew Brady

KCC-C215-GCG-120	KCC-C215-GCG-120 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Bartley Lee	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Bartley Lee

KCC-C215-GCG-121	KCC-C215-GCG-121 Part 8 Proposed Sallins Grand Canal Greenway Link	Proposed Sallins Grand Canal Greenway Link	Des O'Neill	I would like to preface this submission by applauding the excellent work completed to date by Kildare County Council (KCC) and their contractor on Phase 1 of the Grand Canal Greenway, i.e. Sallins to Aylmer Bridge. It makes this stretch of the canal accessible all year round to walkers, joggers, cyclists, etc. A job well done! However, I am quite alarmed at what is being proposed with regards to linking Phase 1 and Phase 2 (Sallins to Clonkeen) of the Greenway project. Removal of 20 parking spaces on Canal View Firstly, while in principle I don't have an objection to the removal of parking spaces parallel to the northern bank of the canal along Canal View, I am cognisant of the fact that these parking spaces are the primary source of parking for customers of Lock 13 Gastropub, J.P. Healy Pub and Boyle Sports bookmakers. They are also likely used by persons who travel by car to Sallins to walk the recently opened Phase 1 of the Greenway. Therefore the question arises: where will vehicular patrons of these commercial establishments, or those using the Greenway itself, park if these are removed? 20 parking spaces is a significant number relative to the overall number of public car parking spaces in Sallins. Is there an alternative plan for public car parking within the village environs? As a local resident, I would be concerned that the removal of these parking spaces could encourage people to park their cars in nearby estates, including my own, which is in very close proximity to Canal View. This would not be tenable, as spare parking capacity does not exist in Sallins Wood estate, as I'm certain it doesn't in other estates in the area. Closure to vehicular traffic of the ramp leading to Canal View and Sherlockstown Road I would like it to be noted that I oppose in the strongest possible terms the proposed closure to vehicular traffic of the ramp off the northern end of the canal bridge, which leads to Canal View and Sherlockstown Road. I have been living in Sallins Wood estate for over 20 years and always use the ramp off the canal bridge to access the Sherlockstown Road. I consciously avoid the alternative which I believe to be too dangerous. This is because if I am driving from Naas I have to take a very sharp turn back on myself and then drive around the corner of Lock 13 Gastropub. Both that sharp turn right against oncoming traffic, followed by the sharp turn left around the corner of the pub are hazardous because that short stretch of road running parallel with the R407 is very narrow and at both the aforementioned turns one has to regularly contend with traffic coming from the opposite direction. The fact that there are car parking spaces along this stretch of road narrows it even further and makes it unsuitable for two-way traffic. It is the proverbial "accident waiting to happen". Using the ramp is by far the safer option and testimony to this is the fact that the vast majority of vehicles use the ramp and not the alternative route. A Traffic Impact Assessment would demonstrate this. Closure to vehicular traffic of the ramp leading to Church Avenue and Kerdiffstown Road I also oppose the proposed closure to vehicular traffic of the ramp off the southern end of the canal bridge, which leads to Church Avenue and Kerdiffstown Road. This will result in all traffic having to access Church Avenue / Kerdiffstwon Road through Chapel Avenue. Chapel Avenue is a relatively narrow road with an acute 90 degree left turn directly opposite the church. Along this short stretch of road are located a playground, a church and a community centre. Most importantly however, if the proposal is implemented it will be the sole vehicular route to Sallins National School. Forcing all vehicles onto Chapel Avenue will likely lead to traffic getting backed up on the R407 from both Naas and Clane directions. Traffic Impact Assessment There was no reference in the project documentation to any Traffic Impact Assessment having been conducted with regards to the proposed closure of the two ramps either side of the canal bridge, leading to Sherlockstown Road and Kerdiffstown Road. I find this difficult to fathom. There is already considerable traffic congestion in the village at certain times of the day. Both of these roads carry a large volume of traffic, particularly Monday to Friday at peak times. The Sherlockstown Road is a favoured 'rat run' to access the M4 motorway via Straffan and Maynooth; the alternative being to travel via the M7, onto the M50 and then the M4, adding significant mileage and time to the journey. Church Avenue / Kerdiffstown Road is extremely busy when parents and children are going to and from Sallins National School. The proposal outlines in considerable detail the various measures that will be implemented to ensure the safety of pedestrians and cyclists using the Greenway who wish to traverse the R407 and rightly so, this is of paramount importance. However, what I find strange and quite worrisome is that there is absolutely no information whatsoever provided as to exactly what remedial measures, if any, will be implemented to ensure the continued safe passage of motorists who wish to travel east on the Sherlockstown Road and Kerdiffstown Road.

KCC-C215-GCG-123	KCC-C215-GCG-123 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 sallins greenway	Amy Delves	To whom it may concern I am writing to formally object to the proposed plans under the Part 8 Greenway Project in Sallins, which include the removal of two vehicle ramps either side of the canal, along with the removal of car parking spaces. I believe that the current plans will have a detrimental effect on the local community, businesses, and visitors, and that there are better alternatives that can achieve the same objectives of the Greenway Project without causing such disruption and inconvenience. The entire route from Sallins to Cellbridge have little narrow walking paths that run under the bridges at each junction. Surely something similar can be done on the Lock 13 side and take the visitors under the bridge rather than over. A survey in the village was done on 2 days, 1 in January and 1 in February and approx 115 cars use the ramp at the school side during 9am and 9.30am. If these 115 cars have to use the road by the church it blocks up the entire village as it's too narrow on the bend at the church for 2 cars to pass by plus the entrance to the church car park is on that bend, as is the community centre car park entrance. Over 400 cars were counted throughout the days using the same slip road. If an emergency vehicle was to try to access the school or a house on this route it would have no chance. In fact no emergency services would get through the main road even as the whole of Sallins will become a carpark between 8.45 and 9.45 and again between 1.40pm and 3.45pm. If a bin truck or emergency services vehicle were to need to get by the village will come to stand still. My children currently walk to and from school alone and I would like their safety to remain a priority. When the slip road was ‘temporarily’ closed it already caused major delays. The removal of the car parking spaces will negatively impact the local businesses and the attractiveness of the village for visitors. Sallins has been undergoing a revival in recent years, with new businesses opening and vacant units filling up. The village has also become a popular destination for visitors who want to enjoy the amenities and the hospitality of the locals. The car parking spaces are essential for supporting the economic activity and the social life of the village, as they allow people from outside the village to park and stay for longer periods of time, and provide convenience for those who live or work in the village and need to run errands, visit restaurants etc. The proposed reduction of car parking spaces will discourage people from coming to the village and will also create congestion and frustration for those who regularly use the parking. Closing off the ramp on the school side of the canal will bring challenges to motorists going both ways past the church. This will bring challenges and frustrations to those dropping and collecting children to/from school, residents, business owners and emergency services trying to access. Closing off the ramp on the Lock 13 side will potentially result in a tighter space for cars going both ways past Lock 13. I hope that the Kildare County Council will consider the concerns and opinions of the people who live and work in Sallins, and who value the village as a vibrant and attractive place. I believe that the Greenway Project can be a positive and beneficial addition to the village, if it is done in a way that respects and enhances the existing features and facilities of the village. I hope that the council will engage with the local community and explore alternative solutions that can achieve a win-win outcome for everyone involved. Regards Amy Delves
KCC-C215-GCG-124	KCC-C215-GCG-124 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Gary Higgins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-125	KCC-C215-GCG-125 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Chris Higgins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed:ChrisHiggins _____

KCC-C215-GCG-126	KCC-C215-GCG-126 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Patrick O Flaherty	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Patrick O’Flaherty

KCC-C215-GCG-127	KCC-C215-GCG-127 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link – Ref No. P82023.07	Sallins Biodiversity Group	Written on behalf of: Sallins Biodiversity Group c/o Patricia Voon sallinsbiodiversitygroup@gmail.com 18 February 2024 Re: Part 8 Proposed Sallins Grand Canal Greenway Link – Ref No. P82023.07 Dear Committee, The Sallins Biodiversity Group supports the recent Part 8. We note that the area in question has the Grand Canal running through it. The Part 8 proposes to close two ramps on either side of the Grand Canal to motor vehicles, to remove parking spaces that run directly parallel to the Grand Canal, and to make permanent the closure of a small road that also runs along the Grand Canal. We support all three of these proposals for the following reasons. · Protecting the Grand Canal as a Natural Heritage Area and an identified “Wildlife Corridor”; · Reject the removal of green spaces along the canal; and · Encourage Alternative Routes & Active Travel. Protecting the Grand Canal as a Natural Heritage Area & Wildlife Corridor The Grand Canal is protected under national legislation as it is designated as a proposed Natural Heritage Area. The Grand Canal has also been identified as one of a very limited number of “Wildlife Corridors” in Sallins (published in Sallins – Habitat Survey Green Infrastructure Mapping, published in February 2015). We note that vehicles are responsibly for a considerable amount of not only air pollution but also the less talked about, water pollution. Vehicular pollutants include: residues from motor vehicles themselves, from road construction and maintenance, erosion associated with road usage, oils and grease, heavy metals from car exhaust, worn tires, brake pads, engine parts, and the seasonal use of salts on roads. People may not realise that rainwater can wash all of these pollutants into the groundwater and into local waterways. For this reason, we support any endeavour which will discourage the use of roadways that run alongside our Grand Canal and thus would reduce the amount of pollutants that are washed into this habitat. Reject the Removal of Green Spaces along the Grand Canal We also reject removing any grasslands or green spaces along the canal that, we note, are suggested amendments to the Part 8 Proposal written in other submissions. Plants along local waterways and in any developed village, town, or city are important for two reasons. Firstly, they are able to slow down the water that enters groundwater and waterways during increased rain events, of which Ireland will continue to experience more and more. Secondly, plants act to remediate groundwater contamination. In fact, rather than removing any ‘green’ areas around town centres where roads and parking spaces are located, a priority should be given to adding to these green areas with additional plants that essentially ‘clean’ pollutants from contaminated rainwater. I note that in agricultural lands in Ireland, Riparian Buffer Zones are used. These are areas adjacent to a water body where no chemicals and organic fertilisers, cultivation, and spraying can be carried out. The purpose of these zones is to protect waterways from chemicals that farmers might use in the course of their business, minimising the impacts on water habitats. Similar Riparian Buffer Zones should be imposed on all of our local waterways in Ireland. We also feel that having essentially a concreted town centre would entirely change the characteristics and identify of Sallins and would counteract the purpose of the Greenway, which is to encourage outdoor recreation and a greater connection to nature and our natural heritage.

				We commissioned a map in 2023 to have all the green spaces in Sallins mapped and the results are startling. See Figure 1. We cannot afford to lose even the smallest patch of green in Sallins and especially an area of such importance to our local wildlife where Nature Based Solutions are actively supporting our community. Encourage Alternative Routes & Active Travel The Sallins Biodiversity Group also support active travel and less reliance on motor vehicles. While we have read through the objections to closing the ramps to vehicular traffic and removing parking spaces in Sallins, we disagree with the rationale for this. We believe that by closing the ramps to vehicles, and therefore making the smaller roads less convenient, these routes become less attractive to car users and thus have two key benefits. Firstly, the Part 8 would encourage the use of existing alternative routes that do not go through the centre of Sallins. This means less concentrated air and water pollution in our town as well as less traffic on these small roads. Secondly, it encourages active travel for those who have the option. Rather than being inconvenienced by peak traffic conditions, more parents (as one example) might decide to allow their children to walk or cycle to school. The Part 8 would certainly make this area safer for active travel. Removing car parking spaces would have similar impacts. People who are able to do so, might instead choose to walk, cycle, or scoot to get around locally, improving the environmental health and physical health of our town. By re-routing traffic away from the town centre, traffic will decrease for those who must use the roads to get to where they are going, freeing them up for vulnerable users. Additionally, we feel that all centrally located parking spaces should be reserved for people with limited mobility and other vulnerable users AND that local residents should be given passes to park at one of the three centrally located existing parking facilities in the area. We believe that the measures proposed will lead to reduced carbon emissions, reduce local air and water pollution, reduced traffic congestion, as well as increased pedestrian safety. Summary Statement It is mankind’s responsibility to do everything within our power to design our towns and villages to include space for wildlife, not only for altruistic reasons but also so that we can continue to enjoy all the free ecosystem services that nature provides us. These services include: · Pollinating our food; · Purifying our water; · Preventing erosion and floods; · Storing the carbon we produce; · Providing our building supplies; and · Regulating the climate. The Grand Canal is home to countless native plant and animal species. Herons, bats, swans, kingfishers, otters, moorhen, roach, perch, dragonflies, damselflies, butterflies, freshwater crayfish, and ducks are just a few of the many animals seen along and in the Grand Canal. In fact, last year a fox built her den along the canal banks in central Sallins and had two fox cubs who were periodically seen by passers-by, much to the delight of the community. It is vital that we build in such a way as to protect our natural world in the process. This is echoed time and again in Kildare’s Climate Change Adaptation Strategy, Biodiversity Action Plan, and many other government publications. Sallins is surrounded by predominantly agricultural land which is not a suitable of home to many native plant and animal species. Habitats for native flora and fauna continues to shrink. Development continues to push wildlife further and further to the fringes, leaving very little space for nature to survive and thrive. While we cannot go back in time to prevent a main road from being built alongside the Grand Canal, this is an opportunity to prevent future pollutants and to protect a valuable asset that itself protects biodiversity in Ireland. People may not realise that while Climate Change often gets the most attention in terms of a global crisis, biodiversity loss ranks right up there as well. The Earth is in a delicate balance with species that have evolved over thousands of years to support one another in the world. Climate change exasperates biodiversity loss but other human activities can either make things much worse or can improve things. We were all taught the food web in school. Sallins Biodiversity Group often likens biodiversity protection to a game of Jenga. Each block represents a different species and there is no telling which piece you remove which makes the whole tower topples over. We appreciate that change is difficult and that these changes, in particular, will inconvenience some. However, we feel that the Council should take a more holistic view and practice more long-term thinking to push this project forward for the benefit of the environment upon which we all rely. Thank you for taking the time to review this submission and we wish you all the best. Kind Regards, Sallins Biodiversity Group sallinsbiodiversitygroup@gmail.com
KCC-C215-GCG-128	KCC-C215-GCG-128 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Phelim Caffrey	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council: I welcome and commend recent developments along the Greenway and in particular the implementation of the new footbridge, and am broadly supportive of efforts to improve accessibility and safety for pedestrians and cyclists. However, aspects of the current Plan under PART 8 DEVELOPMENT - Proposed Sallins Grand Canal Greenway Link appear to be detrimental to residents of Sherlockstown Road, such as myself. In particular, the closure of the ramp at Canal View across from Lock 13 can only possibly lead to a large increase in traffic volume at what is a blind corner. In conjunction with the removal of adjacent parking, it is hard to envisage anything other than an increase in congestion and risk to users of this hazardous piece of road. It seems illogical and unsafe that residents of Willouise, Sallins Wood and Straffan Way, who have no other form of access to the village and wider road network, would have to negotiate this hazard on a daily basis; for this reason I object to this item of the plan. For that reason I ask you to reconsider these aspects of the plan and take in to consideration my submission. Regards, Phelim Caffrey

KCC-C215-GCG-129	KCC-C215-GCG-129 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Samantha Schmidt	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Samantha Schmidt REDACTED PERSONAL INFORMATION

KCC-C215-GCG-130	KCC-C215-GCG-130 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Chloe Grimes	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Chloe Grimes-Naughton

KCC-C215-GCG-131	KCC-C215-GCG-131 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	Katrina Jenkins	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Katrina Crawford-Jenkins

KCC-C215-GCG-132	KCC-C215-GCG-132 Part 8 Proposed Sallins Grand Canal Greenway Link - Objection	Part 8 Proposed Sallins Grand Canal Greenway Link’ - Objection	dean Siney	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Dean Siney
KCC-C215-GCG-133	KCC-C215-GCG-133 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Sharon Nolan	Objection to the removal of 24 car parking spaces etc.....

KCC-C215-GCG-134	KCC-C215-GCG-134 'Part 8 Proposed Sallins Grand Canal Greenway Link'	'Part 8 Proposed Sallins Grand Canal Greenway Link'	Nolan Properties Sales and Rentals Ltd	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 21st February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, we want to express our full support for the Greenway initiative and the positive impact it could have on the village of Sallins. It is an excellent amenity for locals and visitors to enjoy. However, we would like it noted that we are surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As regular users of the roads leading to, and from Sallins, we are extremely familiar with the acute traffic congestion in the village. Therefore, we completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. We also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, we would like it noted that we truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, we completely oppose the proposed removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. We oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023 which we attended, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for local businesses and residents alike. It is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on local businesses and the daily lives of these residents. Our third and final objection is that we wish to state that we are completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Certain homes along Canal View are listed in the National Inventory of Architectural Heritage, dating back to the 1800s, highlighting the importance of preservation. Given the documented history of anti-social behaviour in the area, whilst we agree that public shared spaces are fantastic amenities in general, this location is not suitable for such activities. It is crucial to maintain the historical street landscape and listed buildings. Implementing measures such as improved lighting, security cameras, and community policing could help deter unwanted behaviour without compromising parking spaces or altering the street's character. Having been an integral part of this community for several years, we have received unwavering support from the community for our business. It is this strong bond that motivates us to prioritize the needs of local residents alongside our own, as a local business. We would be grateful if you would take into consideration our objections. Yours faithfully, Signed: _____ Nolan Properties Sales & Rentals Limited _____
KCC-C215-GCG-135	KCC-C215-GCG-135 Sallins Grand Canal Greenway objection	Oppose plan	Pat Mccarthy	Not thought through, poor design, not future proofed, accident magnet.

KCC-C215-GCG-136	KCC-C215-GCG-136 Objection to the Removal of Car Parking Spaces & Closure of off-ramps as Part of the Greenway Project in Sallins	Objection to the Removal of Car Parking Spaces & Closure of off-ramps as Part of the Greenway Project in Sallins	Lynne Buckley	Planning Department Kildare County Council Áras Chill Dara Devoy Park Naas Co. Kildare ** Part 8 - Proposed Sallins Grand Canal Greenway Link** Dear Sir/Madam, **Re: Objection to the Removal of Car Parking Spaces & Closure of off-ramps as Part of the Greenway Project in Sallins** I am writing to formally object to the proposed plans under the Greenway Project in Sallins. The design is incomplete, flawed and gives priority to the few cyclists who will need to traverse across the R407 at the canal at the expense of the everyday resident and road user. The removal of over 20 car parking spaces along Canal view will negatively impact local residents who use these spaces during school drop off and collection times, gaa pitch users, walkers/ cyclists who park along here to use the new greenway, boat residents, tourists, and patrons of local businesses. Consideration should be given to an alternative design allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road, which poses safety concerns. Additionally, I object to the closure of both off-ramps from R407 down to Canal view and Church Avenue. This closure will cause a traffic bottleneck on the R407 main-street, Canal view and Church Avenue. With the recent narrowing of junctions in the village, delivery trucks, agricultural machinery and bin lorries all have great difficulty turning at junctions and have been seen mounting the footpaths to get around the tight bends . Recent “improvements” have made the village more dangerous for pedestrians/ cyclists and motorists at certain intersections. The closure of the off-ramps on both sides will exacerbate the problem , forcing cars and trucks down side roads with tight bends (at the Canal view junction, Lock13 and the Church) where 2 cars cannot pass on as it is never mind larger vehicles. The inclusion in the design of a slip into the canal to facilitate the launching of canoes and stand up paddle boards would be a welcome benefit to the local community and would help boost tourism in the village. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of local businesses and the community. I urge the council to reconsider the current plans. Thank you for considering my objections and proposals. I look forward to your response. Yours sincerely, L. Buckley
KCC-C215-GCG-137	KCC-C215-GCG-137 Part 8 Proposed Sallins Grand Canal Greenway Link	part 8	Andrew Tamming	To whom it may concern, I am writing to formally lodge my objection to certain proposals included in “Proposed Sallins Grand Canal Greenway Link”. I base my objection on the following observations of your plan: The removal of 20 car parking spaces along Canal View and limited alternative parking facilities nearby will negatively impact: local businesses and their patrons, local residents who may use these spaces to drop off and collect their children from school while availing of the new pedestrian bridge and, local residents who park here to avail of the new greenway No traffic impact assessment has been provided showing the impact the removal of the ramp to Church Avenue from the R407 will have on traffic in and around the Sallins Church section of Church Avenue. Church Avenue in this area is a narrow lane, and compounded by a sharp turn, does not facilitate heavy two-way traffic. Access to Sallins National School, Naas Golf Club, and the soon-to-be-opened Kerdiffstown Park needs to be accommodated without causing significant traffic congestion in the Chuch Avenue area that would certainly overflow onto the R407 route. Kind Regards, Andrew Tamming

KCC-C215-GCG-138	KCC-C215-GCG-138 Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link’	John Weldon	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 21st February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy.However, I would like it noted to the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village as I live just off the Sherlockstown Rd, I walk and drive this route daily. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. I note also there is no provision for any EV charging spaces, which would encourage people to drive to Sallins and visit our amazing village. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, John Weldon
KCC-C215-GCG-139	KCC-C215-GCG-139 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Ciara Dunne	I am writing to express my strong opposition to the proposed Sallins Grand Canal Greenway Link development PART 8. As a business owner in the affected area, with over 300 students attending Ceola Academy of Music every week, I am deeply concerned about the potential negative impacts this project could have on local businesses and the community. While I understand the intention to improve pedestrian and cycle infrastructure, the proposed removal of existing vehicular ramps, closure of car parking spaces along Canal View, and closure of the vehicular ramps raise significant concerns. These changes would not only disrupt the accessibility of our businesses but also pose safety risks for our students and staff. Additionally, the closure of both ramps would adversely affect the overall public environment of the village community, impacting local businesses and residents alike. Furthermore, the traffic implications of this development have not been adequately addressed in the assessment provided. Given these concerns, I urge Kildare County Council to reconsider the proposed development and explore alternative solutions that prioritise both safety and accessibility without compromising the well-being of businesses and the community. Furthermore, I request that a comprehensive traffic impact assessment be conducted to thoroughly evaluate the potential consequences of the project. I appreciate the opportunity to voice my opposition to this development and trust that my concerns, along with those of other stakeholders, will be considered in the decision-making process. Thank you for your attention to this matter. Sincerely, Ciara Dunne, Founder, Ceola Academy of Music.
KCC-C215-GCG-140	KCC-C215-GCG-140 Part 8 - Proposed Sallins Grand Canal Greenway Link	Clear parking spaces from Church street/avenue	Zita McGarry	The parking spaces outside of Grand Social Coffee shop block traffic and cause chaos.

KCC-C215-GCG-141	KCC-C215-GCG-141 'Part 8 Proposed Sallins Grand Canal Greenway Link'	part 8	Phil Voon	To: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, at the address below, Re: Proposed Sallins Grand Canal Greenway Link (Ref. No. P82023.07) Subject: Submission in support of the Proposed Development I am writing to express my strong support for the proposed Sallins Grand Canal Greenway Link (Ref. No. P82023.07). I believe this project will have a number of positive impacts on the community and the environment, and I urge you to approve it. Here are some specific points that I feel will really benefit Sallins Village. Safety benefits: Improvements to the pedestrian and cyclist safety in particular the children who attend the school that uses the same road. Environmental benefits: The reduction in car traffic and the potential for increased air quality and green space is always a huge benefit to any community. Community benefits: With the improved accessibility and connectivity within the village as a larger shared space it'll lead to a more vibrant and walkable community. Businesses will benefit with customers being able to walk,eat, drink without the worry of cars and fumes. Economic benefits: With Sallins Greenway opening up in alignment with the proposed communal space could only mean an increase in tourism and economic activity associated with the Greenway. Phil Voon
KCC-C215-GCG-142	KCC-C215-GCG-142 'Part 8 Proposed Sallins Grand Canal Greenway Link'	objection to proposed changes re sallins greenway	Geraldine Cully	I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. If the proposals go ahead Sallins Main Street will essentially become a carpark. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. It currently congested the main street access and that is with 400+ cars at peak times like work and school hours using the ramp. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Also the corner at Lock 13 is very tight and if there is a build up of traffic in both directions it will again lead to congestion out onto main street with no one being able to go in any direction as they will be caught at the corner unable to pass each other. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. Yours faithfully, Geraldine cully
KCC-C215-GCG-143	KCC-C215-GCG-143 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Proposal Part 8: Sallins Grand Canal Greenway Link	Malgorzata Wnuk	Dear Kildare County Council, I would like to rise my objection regarding proposal of closing the Church Avenue Road and Canal View. These roads are especially used to commute by locals to access motorway in peak times. Sallins has no other options to get rid off the traffic unless new wider roads will be able to replace them. At present, closing those roads and parking spaces will cause more congestion and will reduce access to school and local businesses. We are residents of Sallins Pier, and we're seriously concerned about this proposal, thinking how unnecessary this is. My familly uses both these roads to commute to work and creche, and in future to school. If it goeas ahead it will have huge knock on effect on our lives. Till there will be no better solutions available we would like to rise objection to this proposal. Regards Malgorzata Wnuk

KCC-C215-GCG-144	KCC-C215-GCG-144 Proposed Sallins Grand Canal Greenway Link	Proposed Sallins Grand Canal Greenway Link	THERESE MASTERSON	Dear A/Senior Executive Officer (Strategic Projects and Public Realm, Housing and Regeneration Department Level 3, Kildare County Council) First of all, I would like to commend Kildare County Council on the great work they have done on the greenway to Sallins. It is a great amenity for the locals and visitors. However, I object to the closure of both vehicular ramps from the R407, the vehicular ramp to Canal View and the vehicular ramp to Church Avenue. On the planning permission, it states that closing the vehicular ramp will remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles. In my opinion, these two ramps are the safest junctions for vulnerable road users in the village. The traffic is coming from one direction down these vehicular ramps and the pedestrian must cross only one lane to reach the footpath on the other side. At all the other junctions, the traffic is coming from two directions, therefore two lanes need to be crossed. The junction at the bottom of the bridge Ref Site Layout – Sheet 1.pdf on the Clane Road has the most restricted views. Views up the bridge are restricted due to the tight, awkward angle that a vehicle approaches the junction. Parked vehicles, especially vans reversed into the near parking spots, and trees limit the view in the other direction. A footpath needs to be installed at the existing buildings here (at the old post office, old Boylesports). For motorised vehicles, the safest way to access Canal View and the Sherlockstown Road is down the Vehicular Ramp. The safest way for motorised vehicles to access Canal Avenue and the Kerdiffstown Road is down the Vehicular Ramp. Chapel Avenue Road is a narrow road, has acute corners and is not suitable for the volumes of traffic that will be accessing Sallins National School, the Church, the playground, the Community Centre, the Golf Club, Driving Range and the New Kerdiffstown Park. This road is one of the two ways to access the new park. The New Greenway goes from Alymer Bridge underneath three road bridges before it arrives in Sallins. The Greenway should go under the bridge in Sallins which would mean that people using the greenway would not be required to cross the R407. The Greenway can use the existing canal bank space and some of the canal harbour if needed on its way to under the canal bridge in Sallins. I disagree with the proposed removal of the parking spaces in Sallins. They are needed for residents, businesses, locals, customers of businesses, the GAA, tourists and the people who want to enjoy the new greenway. Thank you for considering my submission. Yours sincerely Thérèse Masterson
KCC-C215-GCG-145	KCC-C215-GCG-145 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link’	Kerry Ryan	I strongly object to this proposed development in Sallins
KCC-C215-GCG-146	KCC-C215-GCG-146 Objection to Part 8 plans regarding removal of car parking space outside lock 13	Objection to Part 8	Daniel Culleton	To: Kildare County Council Subject: Objection to Part 8 Plans Regarding Removal of Car Parking Spaces Outside Lock 13 Brewpub Dear Sir/Madam, I am writing to formally object to the proposed Part 8 plans to remove car parking spaces outside Lock 13 Brewpub in Sallins. This proposal, if implemented, will have a detrimental impact on the local business environment, the daily lives of residents, and the overall vitality of our community. The removal of parking spaces outside Lock 13 Brewpub will significantly hinder the ability of customers to visit not only Lock 13 but also other local businesses. The convenience of nearby parking is a crucial factor for many patrons who decide to visit Sallins over other neighboring towns such as Naas, Clane, or Kill. By eliminating these parking spaces, we risk diverting our customer base to areas where parking is more accessible, thereby harming our local economy. Furthermore, the proposal neglects the needs of the staff working at these establishments and the residents living in the vicinity. The absence of adequate parking will not only inconvenience these groups but may also force them to seek parking in residential areas, exacerbating existing parking issues within these communities and potentially leading to increased congestion and safety concerns. The impact on individuals with disabilities cannot be overstated. The lack of designated handicap parking spaces at the entrance of Lock 13 is particularly concerning. Accessibility is a fundamental right, and it is imperative that any urban planning decisions prioritize the provision of accessible facilities for all community members, especially those with mobility challenges. Moreover, I propose the reinstatement of a dedicated section under the bridge for walkers and cyclists. This feature was previously available before the alterations made by the Waterways and the County Council. Restoring this passageway would significantly enhance the safety and enjoyment of the Greenway for pedestrians and cyclists alike, eliminating the need for them to navigate dangerous crossings on bridges with poor visibility for motorists. In conclusion, I urge the Kildare County Council to reconsider the proposed Part 8 plans. It is essential that any changes to our urban landscape are made in consultation with the local community, businesses, and stakeholders to ensure that the needs and concerns of all parties are adequately addressed. We must work together to find a balanced solution that supports the economic vitality of Sallins, prioritizes the safety and accessibility of our public spaces, and preserves the character of our community. Thank you for your attention to this matter. I look forward to your response and to engaging in a constructive dialogue on how we can achieve a mutually beneficial outcome. Yours sincerely, Daniel Culleton

KCC-C215-GCG-147	KCC-C215-GCG-147 Objection to part 8 plans regarding removal of car parking spaces outside Lock 13 Brewpub	Objection to Part 8 Plans Regarding Removal of Car Parking Spaces Outside Lock 13 Brewpub	Artur Marek Niwczyk	To: Kildare County Council Subject: Objection to Part 8 Plans Regarding Removal of Car Parking Spaces Outside Lock 13 Brewpub Dear Sir/Madam, I am writing to formally object to the proposed Part 8 plans to remove car parking spaces outside Lock 13 Brewpub in Sallins. This proposal, if implemented, will have a detrimental impact on the local business environment, the daily lives of residents, and the overall vitality of our community. The removal of parking spaces outside Lock 13 Brewpub will significantly hinder the ability of customers to visit not only Lock 13 but also other local businesses. The convenience of nearby parking is a crucial factor for many patrons who decide to visit Sallins over other neighboring towns such as Naas, Clane, or Kill. By eliminating these parking spaces, we risk diverting our customer base to areas where parking is more accessible, thereby harming our local economy. Furthermore, the proposal neglects the needs of the staff working at these establishments and the residents living in the vicinity. The absence of adequate parking will not only inconvenience these groups but may also force them to seek parking in residential areas, exacerbating existing parking issues within these communities and potentially leading to increased congestion and safety concerns. The impact on individuals with disabilities cannot be overstated. The lack of designated handicap parking spaces at the entrance of Lock 13 is particularly concerning. Accessibility is a fundamental right, and it is imperative that any urban planning decisions prioritize the provision of accessible facilities for all community members, especially those with mobility challenges. Moreover, I propose the reinstatement of a dedicated section under the bridge for walkers and cyclists. This feature was previously available before the alterations made by the Waterways and the County Council. Restoring this passageway would significantly enhance the safety and enjoyment of the Greenway for pedestrians and cyclists alike, eliminating the need for them to navigate dangerous crossings on bridges with poor visibility for motorists. In conclusion, I urge the Kildare County Council to reconsider the proposed Part 8 plans. It is essential that any changes to our urban landscape are made in consultation with the local community, businesses, and stakeholders to ensure that the needs and concerns of all parties are adequately addressed. We must work together to find a balanced solution that supports the economic vitality of Sallins, prioritizes the safety and accessibility of our public spaces, and preserves the character of our community. Thank you for your attention to this matter. I look forward to your response and to engaging in a constructive dialogue on how we can achieve a mutually beneficial outcome. Yours sincerely, Artur Marek Niwczyk
KCC-C215-GCG-148	KCC-C215-GCG-148 Lack of car parking spaces in Sallins	Lack of car parking spaces in Sallins	Ola Flanagan	Councils plans to take away 20 car parking spaces outside Lock 13 and JP Healys, will be detrimental to business with loss of revenue due to customers not having car parking spaces and also staff.
KCC-C215-GCG-149	KCC-C215-GCG-149 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Sallins Grand Canal Greenway Link	Cllr. Carmel Kelly	Part 8 Sallins Grand Canal Greenway Link – submission. To whom it may concern. I would like to express my strong support for the aims of the proposed Greenway, along the canal through Sallins. As with any draft plan, I believe there are a number of areas in the plan that require further thought to develop options that provide a better balance between the new requirements of the greenway and the existing needs of the local people who now number over 6,000. The proposals for Phase 2 of the Greenway concentrate on how to secure safe passage for pedestrians and cyclists using the greenway, but I would have concerns that the safe passage of the residents of Sallins has not been given equal consideration. Specifically, I believe – *The Kerdiffstown Ramp should not be closed. Rather consider a one way traffic system around Church Ave. *Insufficient attention has been paid to the junction/corner which it is proposed will be the only way to access the Sherlockstown Road by vehicular traffic. That corner has been highlighted by the Road Safety Access Group as being one of THE most dangerous for pedestrians. *Was reinstating a tow path under the bridge considered? Is there an engineering report? *Withdrawal of car parking spaces along Canal View – are you aware that there are 33 residential boats along the canal in Sallins, some or most own cars? Has consideration been given to “nose to tail” parking on the building side of Canal View? Taking some of the canal bank? There is no doubt since the Greenway has opened, the influx of people into Sallins has significantly increased. “Build it and they will come” is the phrase that comes to mind. However, we have not put in place the infrastructure to facilitate these most welcome visitors. For the most part, families arrive by car and either walk or cycle from here. There is a private car park(s) within the heart of Sallins but is not sign posted. It is very important that we get this right not only for the users of the Greenway but more especially for the people of Sallins; there are modifications required in this proposal. Yours sincerely, Carmel Kelly, Cllr.

KCC-C215-GCG-150	KCC-C215-GCG-150 Proposed Sallins Grand Canal Greenway Link Part 8	Proposed Part 8 Sallins Grand Canal Greenway Link	Colm Kenny	TO: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept, Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas Overview and Historic Perspective Sallins is the gem in Ireland's transport heritage crown. The arrival of the Greenway in 2023 added another instalment to the localities witness to transport innovation in Ireland. The Leinster Aqueduct built in 1783 enabled the progress of the Grand Canal, the engineering wonder of the 18th century, the Tullow railway link from Sallins in 1883 highlighted the dominance of rail in the 19th century while the Naas Bypass, part of the M7 motorway to the south of Sallins was the first instalment in the Republic's extensive motorway network. Sallins was again bypassed ina north south axis in 2021 providing much relief to congestion in Sallins Village. The new bypass has removed much through traffic from the village centre which in turn has created the space to enhance cycling and walking infrastructure with the provision of segregated cycle tracks and footpaths and connectivity to existing active travel routes including the new Grand Canal Greenway. In addition, the bypass has improved access to public transport routes, in particular Sallins train station. Now, in the 21st century the Grand Canal Greenway heralds the emphasis on a sustainable, low-impact modal travel shift, making use of a canal-side routeway which blends in with the natural and built environment. The purpose of the Grand Canal Greenway Each of the previous iterations of lines of communication down through the centuries, be it Grand canal, rail or roadway, were each perceived as progressive and timely modal shifts to the next best mode of transport. Now, in the 21st century, a new modal shift is required to; (1) align with the hierarchy of roads users prioritising safe segregation of vulnerable road users, namely pedestrians and cyclists, (2) to shift from fossil fuelled vehicular travel to active travel, that's walking and cycling and progressively embrace e-bikes and scooters powered from our increasingly decarbonizing National Grid using sustainable and renewable energy to replace carbon emitting fossil fuels sources. While this part 8 is localised to Sallins it does form part of the 38.5 km long Grand Canal Greenway in Kildare which is completed from the eastern county border with Dublin and work is to progress on the Western stretch to the townland of Clonkeen on the Offaly border. However this huge project of National and indeed International significance, which extends beyond the Kildare border will link Dublin city centre all the way across the Midlands through the Bog of Allen to the Shannon at Shannonbridge. Southwards from past Lowtown the canal joins with the Barrow Blueway which opens up parts of our county which are otherwise rarely visited by tourists. Indeed examples of potential tourism focal points which will develop as a result of Greenway and Blueway development are the canalside village of Robertstown, the proposed national peatlands park at Umeras, the “Venice of Ireland” which is Monasterevin and the Athy Shackleton heritage Museum currently under renovation. The Grand Canal Greenway will also facilitate local commutes using active travel to schools, shops, sports facilities and entertainment hotspots as envisioned by the 10 minute town model. The centuries old legacy of Sallins as a Tranport focal point hub continues with the opening of the Grand Canal Greenway Specifically regarding the proposed R407 crossing point at the heart of Sallins, it should be noted that the two ramps were not originally designed for private car use. Moreover, the ramps were to facilitate “active travel” of the four legged variety, namely the stable of draught horses that were originally employed to pull the canal barges, laden down with agricultural produce such as cereals and timber and foot passengers enroute to Dublin. Upon return, the hold would be filled with manufactured goods to supply midland provincial towns and sometimes wooden barrels of Guinness! Unusually, when compared with other bridges traversing the Grand canal, the canal bridge in Sallins was not built sufficiently wide enough to allow the towpath to continue beneath the bridge and thus the ramps were constructed to allow the untethered towing horses to cross the R407 road. The perpendicular and rigidly square design of the bridge off ramps which are set at sharp right angles to the main road were designed to facilitate the passage of a handful of horses and barge crew to cross the R407 daily at walking pace. The ramps were not designed to accommodate high volumes of cars, vans and trucks to make a sharp right angled turn near the summit of the bridge where oncoming traffic, including vulnerable road users, thats cyclists and pedestrians on the adjoining pathway, are not visible to the turning drivers. Indeed in the time of the horse drawn barges it would not have been possible to park any other horse drawn carriages or pony & traps, the modern equivalent being trucks, SUV’s and private cars, along the canalside as they would have snagged the towrope harnessing the canal barge to the draught horses. Conclusion This Part 8, the proposed creation of a Grand Canal Greenway link through Sallins is a continuation of the progressive role “Na Solláin” has played as a fulcrum for progressing major lines of communication and transport across the country throughout the centuries.

KCC-C215-GCG-151	KCC-C215-GCG-151 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Lin	Graham Holmes	Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 22nd February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done so far on the Grand Canal Greenway Phase 1, it is great to have. However, I have lived in Sallins all my life and seen many changes over the years some good some bad, some necessary and some not so. I am agast at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the the daily congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners regularly used by farmers with large tractors and trailers, combines etc. It is the road on which we have a playground, a Church and a community centre. This closure will create (Masstime Mahem) with traffic attempting to turn into chapel ave from both the Naas and Clane directions. Also, most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic again from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb and will almost certainly lead to many accidents in the village. The knock on affect being even slower commute through the village, driver frustration, road rage etc. I would be much more in favour of a speed limit reduction through the village, this would be a much more sensible option. And this is without even mentioning the tailbacks already at busy train times..... In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I also totally oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. Yours faithfully, Signed: Graham Holmes_____
KCC-C215-GCG-152	KCC-C215-GCG-152 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sean Keane	Part 8 Proposed Sallins Grand Canal Greenway Link A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council Please consider the observations below The closing of the vehicular ramp (Kerdiffstown Road) By closing off the access from the bridge to the Kerdiffstown Road, all traffic from both Naas and Clane directions will be forced down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. Chapel Avenue is not fit for purpose to deal with the increase in traffic volumes that will be generated by the proposed changes. There are two car parking spaces and a loading bay not to mention many instances of illegal parking that occur in this area on a daily basis that make a section of Chapel Avenue single lane usage which already generates considerable congestion, yet there are no attempts to address these issues within the proposal. Chapel Avenue will end up being the only access route to the Community Centre, the Church, the Playground, the Primary School and the Kerdiffstown Road. I consider the closing of the Kerdiffstown vehicular ramp to be premature pending the opening of the newly developed Kerdiffstown Park. No consideration has been given to the traffic volumes that the opening of the park will generate. In the event of emergencies has there been any consideration given to access for large vehicles like fire tenders or ambulances ect navigating Chapel Avenue. There are no details provided in relation to a critical swept path analysis for 3 axel refuse collection vehicles or fire tenders demonstrating access and egress and manoeuvrability around the Chapel Avenue area. Farmers in the Kerdiffstown area need access to their lands with farm equipment and machinery which in many cases are 3 meters in width. How are they going to navigate Chapel Avenue if this ends up as the sole access route to the Kerdiffstown area? While the proposed changes may not increase traffic volume’s they will increase traffic congestion. I trust that you will consider the points raised above. Thank You. Yours Sincerely Sean Keane

KCC-C215-GCG-153	KCC-C215-GCG-153 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Objection to proposal part 8: Sallins Grand Canal Greenway Link	Orlando Cheveresan	Dear Kildare County Council, I would like to object to the proposal Part 8: Salins Grand Canal Greenway Link The proposed works to close the ramps to vehicles on both roads, Church Avenue and Canal View will cause major traffic congestion in Sallins. The bends on both these roads are rather narrow and cannot take two cars at the same time. As it is one car has to wait until the other car passes. This will cause mayhem during peak times. Large vehicles and Emergency services will not fit down these roads at busy times. Most road users use the ramps for these very reasons. If the proposed works goes ahead the traffic will be backed up on to the main street with cars having no where to go! Both these Roads are used by many commuters to access the M7 and N7 motorways and are extremely busy during peak times.The newly developed Kerdiffstown Park which is due to open this year is located down one of these roads as is Sallins National school which is manic during school hours. There is currently no parking available to parents and cars are left abandoned down the narrow Kerdiffstown Road. The proposal to remove the current car parking spaces will severely impact an already existing parking problem, not to mention its effect on the residents and businesses that depend on these spaces for their own personal use, for their visitors and customers to avail of. Removing these spaces will be detrimental to local trade in the area, Sallin's will be boycotted and customers will travel to the other neighbouring towns where there is ample parking available and little traffic congestion. As a resident of Willouise, Sallins I am extremely concerned about this proposal and the knock on effect it will have both on my family and community if it goes ahead. Regards, Orlando Cheveresan
KCC-C215-GCG-154	KCC-C215-GCG-154 Objection to Part 8 Plans Regarding Removal of Car Parking Spaces	part 8	Brandon Monahan	Subject: Objection to Part 8 Plans Regarding Removal of Car Parking Spaces Outside Lock 13 Brewpub I am writing to formally object to the proposed Part 8 plans to remove car parking spaces outside Lock 13 Brewpub in Sallins. This proposal, if implemented, will have a detrimental impact on the local business environment, the daily lives of residents, and the overall vitality of our community. The removal of parking spaces outside Lock 13 Brewpub will significantly hinder the ability of customers to visit not only Lock 13 but also other local businesses. The convenience of nearby parking is a crucial factor for many patrons who decide to visit Sallins over other neighboring towns such as Naas, Clane, or Kill. By eliminating these parking spaces, we risk diverting our customer base to areas where parking is more accessible, thereby harming our local economy. Furthermore, the proposal neglects the needs of the staff working at these establishments and the residents living in the vicinity. The absence of adequate parking will not only inconvenience these groups but may also force them to seek parking in residential areas, exacerbating existing parking issues within these communities and potentially leading to increased congestion and safety concerns. The impact on individuals with disabilities cannot be overstated. The lack of designated handicap parking spaces at the entrance of Lock 13 is particularly concerning. Accessibility is a fundamental right, and it is imperative that any urban planning decisions prioritize the provision of accessible facilities for all community members, especially those with mobility challenges. Moreover, I propose the reinstatement of a dedicated section under the bridge for walkers and cyclists. This feature was previously available before the alterations made by the Waterways and the County Council. Restoring this passageway would significantly enhance the safety and enjoyment of the Greenway for pedestrians and cyclists alike, eliminating the need for them to navigate dangerous crossings on bridges with poor visibility for motorists. In conclusion, I urge the Kildare County Council to reconsider the proposed Part 8 plans. It is essential that any changes to our urban landscape are made in consultation with the local community, businesses, and stakeholders to ensure that the needs and concerns of all parties are adequately addressed. We must work together to find a balanced solution that supports the economic vitality of Sallins, prioritizes the safety and accessibility of our public spaces, and preserves the character of our community. Thank you for your attention to this matter. I look forward to your response and to engaging in a constructive dialogue on how we can achieve a mutually beneficial outcome. Yours sincerely, Brandon Monahan.

KCC-C215-GCG-155	KCC-C215-GCG-155 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Colin Harris	A/Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 20th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ I absolutely oppose this Sallins has a huge amount of traffic travelling through it and closing the ramps /Roads on either side of the canal will cause huge congestion. I would like it noted that I am extremely surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. In lite of this I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also totally oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off both road ‘RAMPS’ on either side of the canal bridge there will have a huge impact on traffic flow and increase congestion in our small village. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection.
KCC-C215-GCG-156	KCC-C215-GCG-156 I Support the Part 8 Proposed Sallins Grand Canal Greenway Link’ – Ref No. P82023.07	Part 8 Proposed Sallins Grand Canal Greenway Link – Ref No. P82023.07	Patricia Voon	22 February 2024 To: Senior Executive Officer Strategic Projects and Public Realm Team Housing and Regeneration Department, Level 3 Kildare County Council Re: ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ - Ref No. P82023.07 Dear Team, I am writing to support the following: Closing the two ramps to vehicular traffic; Making permanent the temporary road closure; and Removing 24 parking spaces in central Sallins. Since the completion of the Sallins bypass, traffic through the town has decreased considerably and I believe that these measures will serve to reduce traffic in Sallins town centre even further. These roads, with or without vehicular access to the ramps, are small roads and not appropriate for heavy traffic. For those going from Sallins to Sherlockstown or Bodentown, there is an alternative route which does not go through the town centre and only adds a couple of minutes to travel times. For those going from Sallins towards Dublin, there are multiple alternative routes to access the N7/M7 motorway which also do not go through the town centre and add only a few minutes to travel times. These small back roads should not be used as shortcuts for commuters. By making the routes through Sallins centre more inconvenient for motorised vehicles, I believe that it will encourage road users to use the existing alternative routes. The benefits of which would be less traffic for those who must use these routes to travel locally, particularly those with mobility issues, and would also be less traffic for pedestrians and cyclists to use the roads safely. I note that recently bike parking was put in place along the canal in the area and welcome this. At the moment, the area is incredibly dangerous for pedestrians and cyclist, leading many people to drive students to the local primary school. With a more pedestrian friendly route for students, this might encourage more active travel to the school. By removing the 24 parking places, the roads along the canal would not only be safer for pedestrians and cyclists, but also more car friendly for those who must use the road. One of the major issues causing traffic congestion along Church Avenue are the handful of parking spots opposite the community centre. I believe that all residents in the area should be given parking passes for one of the parking lots centrally located in Sallins and that any remaining on street parking in the town centre should be reserved for those with mobility issues and other vulnerable users. Unfortunately, traffic during peak school drop off and pick up times is likely not something that can be changed at the moment regardless of the proposed measures. The population of Sallins has increased substantially since the school first opened its doors in its current location. The population of Sallins has more than doubled in the past 20 years alone and with 24 mainstream classrooms, there are more than 600 students attending the primary school. That is a lot of people going in the same direction at the same time and along the same small road, regardless of the ramp being open to cars or not. Similar traffic congestion is seen at other, similarly sized, schools all over Ireland. Again, the inconvenience that the ramp closure might actually encourage more parents to allow their children to walk or cycle to school, particularly with the increased confidence that the roads are safer with the pedestrianized ramps. Parents might even be encouraged to start a walking or cycling bus to and from the school. With regard to the local businesses. Studies have shown that sales actually increase in areas that become more pedestrianized. Rather than people parking for a quick stop, potential customers take more time to explore an area when they have to park a little further away. So I do not feel that the removal of 24 parking spaces would impact local businesses negatively. In fact, I think that by making all central on street parking only available to those with limited mobility, we are making Sallins more age friendly and accessible for all.

				With regard to staff parking for local businesses there is ample parking in Sallins. Yes, you may have to park in the underground parking near Supervalu, but parking is available and only a brief walk away. Parking directly outside of your workplace is not something that a lot of people enjoy and we should not encourage Sallins town centre to become a parking lot, losing its aesthetic and natural appeal, merely to accommodate parking. Perhaps Iarnród Éireann could be encouraged to invest in a multi-level car park. Alternatively, additional parking could be constructed away from our beautiful town centre and if necessary, Sallins could adopt a short trip cycling scheme, such as Bolt Bikes in Bray. Active travel needs to be encouraged for health reasons as well as for the climate, making space for people who must depend on cars to be able to park conveniently. With the new Greenway, due to be extended further in the next couple of years, and coupled with the 42 acres of amenity lands that will, at some point, be developed into a park for Sallins, we have a unique opportunity to position ourselves as a destination for eco-tourism. The 42-acre park includes raised boardwalks, wetlands, forested areas, and access to the River Liffey. Being located on the rail service and along the Grand Canal, Sallins has a lot to offer. Increased tourism means demand for more local businesses and services which support our local economy. It's a longer-term view that requires patience, but it's one that can be fulfilled if the people of Sallins are willing to see the bigger picture for our town. For all of these reasons, I support a more pedestrianised, safer, and natural town centre, active travel, increased economic opportunities, and a more climate friendly Sallins. Thank you for your consideration. Kind Regards, Patricia Voon
KCC-C215-GCG-157	KCC-C215-GCG-157 Grand Canal Greenway Submission	Support for the plans	David O'Reilly	I support the plans in this proposal. We need more space for cyclists and pedestrians. We need to do more to mitigate against climate change and we need to act quickly to encourage more biodiversity.
KCC-C215-GCG-158	KCC-C215-GCG-158 Part 8 - Proposed Sallins Grand Canal Greenway Link	Proposed Sallins Grand Canal Greenway Link	Brian Whelan	Dear KCC, I attach a copy of my submission. While I support the Greenway and appreciate that it brings new challenges in relation to connectivity, I consider that the current proposals are ill advised, poorly thought out and narrow minded. In my opinion, the existing proposals if implemented would create even bigger problems for visitors, business owners and the residents of Sallins. There is a distinct lack of "common sense" with the current proposals

KCC-C215-GCG-159	KCC-C215-GCG-159 Sallins Greenway Link Proposal	Proposed Sallins Greenway Link	Cllr Bob Quinn	I'd like to commend Kildare County Council's Strategic Projects and Public Realm Team on their vision for the village of Sallins. As we move one quarter of the way through the 21st century, we cannot ignore the challenges that exist in relation to climate change, modal shift requirements, road safety and public health. In my view, the link to connect Phase 1 of the Grand Canal Greenway to Phase 2 is a welcome development, and one that will create a Greenway of international significance. This in turn will create a massive opportunities for local businesses, greater local employment opportunities for our children, and a much needed recreational activity in the vicinity of Sallins. The proposed link will also create enhanced permeability for (vulnerable) road users. The proposal to design, build and manage spaces so that they can be readily accessed and used by everyone, regardless of age, size, ability or disability is very welcome. Greater access to St Laurence's NS, the GAA Club, the train station, the church and parish centre is already evident with the addition of the new pedestrian bridge. The introduction of a beautiful public realm space is a first of its kind in Sallins. Civic and public realm space is good for mental health, provides safe spaces for young children and creates and enhances a sense of community. Addressing A Few Concerns I would ask Kildare County Council to comprehensively address a number of issues before the Part 8 is finalised. There are concerns in relation to the implementation of the plan, and the direct impact on parking, congestion and safety. Sallins remains overburdened by thru-traffic, and the opening of the bypass has not removed enough traffic from the centre of the village. I believe Kildare County Council needs to introduce measures to counteract these unnecessary journeys through the middle of the village, and I would welcome the Chief Executive's response in relation to this. The more cars and vehicles we can actively discourage from using the village as a "rat run", the less congested and noisy the village becomes for those that must use it as part of their everyday journeys. The (free) on-street parking is under considerable pressure as it stands. As the village becomes busier, residents with parking permits issued by Kildare County Council have greater challenges finding parking in close proximity to their homes. The closest car parks are privately owned and operated and therefore are not free to local residents. By substituting free on-street permit parking for private parking spaces, this is akin to a tax on affected parties. I believe there are solutions available to the local authority, and consideration should be given to any short to medium financial implications this plan may create for local residents. The concerns in relation to traffic on Church Ave being able to join the R407 should be greatly assisted by the kerbside detection at the toucon crossing on the northern side of the humpback bridge. This 7m high double head signal pole will greatly improve safety in and around the bridge, and give traffic on Church Ave an opportunity to join the R407. For Church Ave to facilitate two-way traffic (as it currently does), the two on-street spaces and loading bay will need to be suspended, as these spaces create gridlock as it stands. There is little evidence to suggest that the closure of the two off-ramps to vehicular traffic will lead to the congestion expressed by some residents and business owners. Creating some barriers to motorised traffic in the middle of an urban area is a positive development, and may actively discourage unnecessary journeys through the middle of the village. Sallins has a number of dangerous conflict collision zones, and this plan addresses a number of these safety issues. Vehicular traffic going through the middle of the village should be going at no more than a walking pace. It should be noted that the two ramps were not originally designed for private car use. Moreover, the ramps were to facilitate "active travel" of the four legged variety, namely the stable of draught horses that were originally employed to pull the canal barges, laden down with agricultural produce such as cereals and timber en route to Dublin. Upon return, the hold would be filled with foot passengers, manufactured goods and sometimes wooden barrels of Guinness. Unusually, when compared with other bridges traversing the Grand Canal, the canal bridge in Sallins was not built sufficiently wide enough to allow the towpath to continue beneath the bridge and thus the ramps were constructed to allow the untethered towing horses to cross the R407 road. The perpendicular, and rigidly square design of the bridge off ramps which are set at right angles to the main road were designed to facilitate the passage of a handful of horses and barge crew to cross the R407 daily at walking pace. The ramps were not designed to accommodate cars, vans and trucks to make a sharp right angled turn near the summit of the bridge where oncoming traffic, including cyclists and pedestrians on the adjoining footpath are not visible to the turning drivers. (I also note that Kildare County Council conducted a swept path analysis as part of this proposal, and the proposal takes into consideration the needs of larger vehicles after the proposed changes have been implemented). Conclusion The arrival of the Grand Canal Greenway to Sallins is building on the ambitious plans of the past. The Leinster Aqueduct built in 1783 enabled the progress of the Grand Canal, the engineering wonder of the 18th century; the Tullow railway link from Sallins in 1883 highlighted the dominance of rail in the 19th century while the Naas Bypass, part of the M7 motorway to the south of Sallins was the first instalment in the Republic's extensive motorway network. And then in the 21st century the Grand Canal Greenway heralds the emphasis on a sustainable, accessible to all, low-impact modal travel shift, making use of a canal-side routeway which blends in with the natural and built environment. Thank you for taking my comments on board. I look forward to receiving the Chief Executive's report in due course.
KCC-C215-GCG-160	KCC-C215-GCG-160 A welcome initiative	Proposed Sallins Grand Canal Greenway Link	Patricia Foley	I welcome any and all measures which will make the village safer for pedestrians, particularly for children. It is absolutely essential that the parish carpark is leased or purchased by the council. It should not be paid parking at the weekends, to encourage greenway visitors and assist the businesses of Sallins. This will alleviate all concerns of economic activity in Sallins with regard to the proposed changes. What is notably absent however is another safe crossing point from the ramp outside lock 13 to the other side of the road. The closest crossroads from the clane end is quite far away, and pedestrians are at risk from cars entering and exiting the petrol station, entering the road adjacent to the petrol station leading to the GAA. It would be ideal to cross here and walk on the canal, the primary amenity of Sallins. I would deem it essential to have another pedestrian crossing in this area.
KCC-C215-GCG-161	KCC-C215-GCG-161 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 - Proposed Sallins Grand Canal Greenway Link	Patrick Whelan	https://consult.kildarecoco.ie/en/submission/kcc-c215-gcg-161#obs-6147
KCC-C215-GCG-162	KCC-C215-GCG-162 Sufficient Emergency Vehicle Access	Sufficient Emergency Vehicle Access	An Garda Siochana, Naas District	Our only concern at this juncture is there sufficient emergency vehicle access to the proposed area. Community Engagement Section, Naas District would like to be consulted during the areas detailed design.

KCC-C215-GCG-163	KCC-C215-GCG-163 Part 8 proposal re Greenway at Sallins	Greenway at Sallins	Denis Logan	I fully support the closure of the two ramps to motor traffic , and the removal of the parking spaces at Canal View
KCC-C215-GCG-164	KCC-C215-GCG-164 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Orla McCarthy	A/Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 22nd February 2024 Co. Kildare, W91 X77F Dear Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. Having lived in Sallins all my life I am very familiar with the roads leading to, and from Sallins, and with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. I strongly oppose closing off the vehicular ramp to the Sherlockstown Road as this will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Yours faithfully, Orla Mc Carthy
KCC-C215-GCG-165	KCC-C215-GCG-165 Comment on Part 8 - Proposed Sallins Grand Canal Greenway Link	Objection to Proposed Part 8: Sallins Grand Canal Greenway Link	Paulina Beda	Dear Kildare Council and A/Senior Executive Officer of Strategic Projects and Public Realm Team, As the recently open green way has been an excellent addition to Sallins giving more recreational opportunities to the Community I regret to inform that I oppose the proposal for the Part 8 due to the following reasons: Closing the both ramps on both side of the Canal Bridge: The paths on the Church Ave are too narrow to allow to increase traffic there. The proposed changes will increase risk to children attending Sallins NS and using this route. The Church Ave has its three parking spaces, and if occupied, the traffic builds on both directions. If ramps are closed, alternative route not available, the traffic will impact Sallins main road. The Church Ave is narrow with 90 degrees bend: it is not possible to maneuver with a built up traffic on both direction and impossible if a heavy duty vehicle using this route. Access of emergency services and school buses will be blocked completely on pick hours. The 90 degrees bend on the canal view, next to the Lock 13 Pub is not suitable for two parallel cars maneuver there. 2. No Formal Traffic Impact Assessment was conducted for this project, In my opinion, as a Sallins resident, the overall traffic volumes in Sallins will be impacted negatively by the proposed project. 3. A proposal of removing the car spaces is not acceptable as it will severely impact the residents and the businesses nearby. Therefore, I would be grateful if you would take into consideration my objection. Kind regards, Paulina Beda

KCC-C215-GCG-166	KCC-C215-GCG-166 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Bernie and Robert Johnston	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 16th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections. Yours faithfully, Signed: Robert & Bernie Johnston

KCC-C215-GCG-167	KCC-C215-GCG-167 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Hugh O’Neill	REDACTED PERSONAL INFO 21st February 2024 A/Senior Executive Officer Strategic Projects and Public Realm Team Housing and Regeneration Department Level 3 Kildare County Council Aras Chill Dara Devoy Park Naas Co. Kildare, W91 X77F Dear Sir/Madam, Re: ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ I am concerned at what is being proposed with regards to linking Phase 1 and Phase 2 (Sallins to Clonkeen) of the Greenway project. Removal of 20 parking spaces on Canal View Firstly, while in principle I don’t have an objection to the removal of parking spaces parallel to the northern bank of the canal along Canal View, I am cognisant of the fact that these parking spaces are the primary source of parking for customers of Lock 13 Gastropub, J.P. Healy Pub and Boyle Sports bookmakers. They are also likely used by persons who travel by car to Sallins to walk the recently opened Phase 1 of the Greenway. Therefore the question arises: where will vehicular patrons of these commercial establishments, or those using the Greenway itself, park if these are removed? 20 parking spaces is a significant number relative to the overall number of public car parking spaces in Sallins. Is there an alternative plan for public car parking within the village environs? As a local resident, I would be concerned that the removal of these parking spaces could encourage people to park their cars in nearby estates, including my own, which is in very close proximity to Canal View. This would not be tenable, as spare parking capacity does not exist in Sallins Wood estate, as I’m certain it doesn’t in other estates in the area. Closure to vehicular traffic of the ramp leading to Canal View and Sherlockstown Road I would like it to be noted that I oppose in the strongest possible terms the proposed closure to vehicular traffic of the ramp off the northern end of the canal bridge, which leads to Canal View and Sherlockstown Road. I have been living in Sallins Wood estate for over 20 years and always use the ramp off the canal bridge to access the Sherlockstown Road, avoiding the alternative route which I believe to be too dangerous. This is because if I am driving from Naas I have to take a very sharp turn back on myself and then drive around the corner of Lock 13 Gastropub. Both that sharp turn right against oncoming traffic, followed by the sharp turn left around the corner of the pub are hazardous because that short stretch of road running parallel with the R407 is narrow and at both the aforementioned turns one has to regularly contend with traffic coming from the opposite direction. The fact that there are car parking spaces along this stretch of road makes it all the more hazardous and unsuitable for two-way traffic. Using the ramp is by far the safer option. Testimony to this is the fact that the vast majority of vehicles use the ramp and not the alternative route. A Traffic Impact Assessment would demonstrate this. Closure to vehicular traffic of the ramp leading to Church Avenue and Kerdiffstown Road I also oppose the proposed closure to vehicular traffic of the ramp off the southern end of the canal bridge, which leads to Church Avenue and Kerdiffstown Road. This will result in all traffic having to access Church Avenue / Kerdiffstwon Road through Chapel Avenue. Chapel Avenue is a relatively narrow road with an acute 90 degree left turn directly opposite the church. Along this short stretch of road are located a playground, a church and a community centre. Most importantly however, if the proposal is implemented it will be the sole vehicular route to Sallins National School. Forcing all vehicles onto Chapel Avenue will likely lead to traffic getting backed up on the R407 from both Naas and Clane directions. Traffic Impact Assessment There was no reference in the project documentation to any Traffic Impact Assessment having been conducted with regards to the proposed closure of the two ramps either side of the canal bridge, leading to Sherlockstown Road and Kerdiffstown Road. I find this difficult to fathom. There is already considerable traffic congestion in the village at certain times of the day. Both of these roads carry a large volume of traffic, particularly Monday to Friday at peak times. The Sherlockstown Road is a favoured ‘rat run’ to access the M4 motorway via Straffan and Maynooth; the alternative being to travel via the M7, onto the M50 and then the M4, adding significant mileage and time to the journey. Church Avenue / Kerdiffstown Road is extremely busy when parents and children are going to and from Sallins National School. The proposal outlines in considerable detail the various measures that will be implemented to ensure the safety of pedestrians and cyclists using the Greenway who wish to traverse the R407 and rightly so, this is of paramount importance. However, what I find strange and quite worrisome is that there is absolutely no information whatsoever provided as to exactly what remedial measures, if any, will be implemented to ensure the continued safe passage of motorists who wish to travel east on the Sherlockstown Road and Kerdiffstown Road. Yours faithfully, Hugh O’Neill

KCC-C215-GCG-168	KCC-C215-GCG-168 Support the upgrade of Sallins town center	Support for the creating of safe space in sallins	Alan Flood	As someone who grew up in Sallins, and uses the train station regularly, and walked past this canal every day during my primary school years, I would like to voice my support for this excellent and overdue initiative. Our government has made a significant investment in the sallins by-pass: This has significantly reduced through traffic in the village, thus creating space for other road users. We must ensure that this space is ring-fenced for non-motorist users, such as walking and cycling. If we do not, then motorists will naturally fill the gap, and the village will shortly return to the traffic chaos of the past. The creation of additional traffic calming measures such as pedestrian crossings will further encourage through traffic to use the excellent bypass, if at all possible. I note the proposal includes a loss of 24 parking spaces, which may negatively impact some motorists. I think this negative impact is mitigated for several reasons: There is 3 large car-parks walking distance from the canal side: adjacent to the church, adjacent to the train station, and adjacent to the super value. Parking issues have increased in Sallins after the introduction of the short hop Rail ticket. As Sallins is at the edge of this significantly reduced rail fare, several rail users drive from Newbridge and beyond to park in Sallins. As the short-hop zone will shortly be extended to Newbridge, we can estimate that at least 24 car park users will cease to use sallins rail car park, and will access the short hop rail fare from another station, potentially Newbridge. As such, the loss of 24 spaces at the canal side will be mitigated by the gain of 24 spaces across the village. The creating of a safe cycling zone will enhance the quality of life in the village, make Sallins a day-trip tourist destination from Dublin and beyond. This will improve the regional and local economies, and increase the custom for the cafes, bars and restaurants located along the canal-side. Finally, a significant motor road user adjacent to the canal is parents accessing the primary school. Creating safe-walking and cycling paths to schools will enable a number of these road users to achieve a modal shift from Car to foot/ bike, thus reducing total motor traffic on the road. The reduction in total motor traffic will improve the motor experience for parents that have no choice but to drive. Kind regards, Alan Flood
KCC-C215-GCG-169	KCC-C215-GCG-169 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Brid Hanly	I am concerned at what is being proposed with regards to linking Phase 1 and Phase 2 (Sallins to Clonkeen) of the Greenway project. Removal of 20 parking spaces on Canal View Firstly, while in principle I don’t have an objection to the removal of parking spaces parallel to the northern bank of the canal along Canal View, I am cognisant of the fact that these parking spaces are the primary source of parking for customers of Lock 13 Gastropub, J.P. Healy Pub and Boyle Sports bookmakers. They are also likely used by persons who travel by car to Sallins to walk the recently opened Phase 1 of the Greenway. Therefore the question arises: where will vehicular patrons of these commercial establishments, or those using the Greenway itself, park if these are removed? 20 parking spaces is a significant number relative to the overall number of public car parking spaces in Sallins. Is there an alternative plan for public car parking within the village environs? As a local resident, I would be concerned that the removal of these parking spaces could encourage people to park their cars in nearby estates, including my own, which is in very close proximity to Canal View. This would not be tenable, as spare parking capacity does not exist in Sallins Wood estate, as I’m certain it doesn’t in other estates in the area. Closure to vehicular traffic of the ramp leading to Canal View and Sherlockstown Road I would like it to be noted that I oppose in the strongest possible terms the proposed closure to vehicular traffic of the ramp off the northern end of the canal bridge, which leads to Canal View and Sherlockstown Road. I have been living in Sallins Wood estate for over 20 years and always use the ramp off the canal bridge to access the Sherlockstown Road, avoiding the alternative route which I believe to be too dangerous. This is because if I am driving from Naas I have to take a very sharp turn back on myself and then drive around the corner of Lock 13 Gastropub. Both that sharp turn right against oncoming traffic, followed by the sharp turn left around the corner of the pub are hazardous because that short stretch of road running parallel with the R407 is narrow and at both the aforementioned turns one has to regularly contend with traffic coming from the opposite direction. The fact that there are car parking spaces along this stretch of road makes it all the more hazardous and unsuitable for two-way traffic. Using the ramp is by far the safer option. Testimony to this is the fact that the vast majority of vehicles use the ramp and not the alternative route. A Traffic Impact Assessment would demonstrate this. Closure to vehicular traffic of the ramp leading to Church Avenue and Kerdiffstown Road I also oppose the proposed closure to vehicular traffic of the ramp off the southern end of the canal bridge, which leads to Church Avenue and Kerdiffstown Road. This will result in all traffic having to access Church Avenue / Kerdiffstwon Road through Chapel Avenue. Chapel Avenue is a relatively narrow road with an acute 90 degree left turn directly opposite the church. Along this short stretch of road are located a playground, a church and a community centre. Most importantly however, if the proposal is implemented it will be the sole vehicular route to Sallins National School. Forcing all vehicles onto Chapel Avenue will likely lead to traffic getting backed up on the R407 from both Naas and Clane directions. Traffic Impact Assessment There was no reference in the project documentation to any Traffic Impact Assessment having been conducted with regards to the proposed closure of the two ramps either side of the canal bridge, leading to Sherlockstown Road and Kerdiffstown Road. I find this difficult to fathom. There is already considerable traffic congestion in the village at certain times of the day. Both of these roads carry a large volume of traffic, particularly Monday to Friday at peak times. The Sherlockstown Road is a favoured ‘rat run’ to access the M4 motorway via Straffan and Maynooth; the alternative being to travel via the M7, onto the M50 and then the M4, adding significant mileage and time to the journey. Church Avenue / Kerdiffstown Road is extremely busy when parents and children are going to and from Sallins National School. The proposal outlines in considerable detail the various measures that will be implemented to ensure the safety of pedestrians and cyclists using the Greenway who wish to traverse the R407 and rightly so, this is of paramount importance. However, what I find strange and quite worrisome is that there is absolutely no information whatsoever provided as to exactly what remedial measures, if any, will be implemented to ensure the continued safe passage of motorists who wish to travel east on the Sherlockstown Road and Kerdiffstown Road. Yours faithfully, Brid Hanly

KCC-C215-GCG-170	KCC-C215-GCG-170 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Anne Fitzpatrick	A/Senior Executive Officer Strategic Projects and Public Realm Team Housing and Regeneration Dept Level 3 Kildare County Council Aras Chill Dara Devoy Park Naas Co. Kildare 21st February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. However, regarding the proposals to link Phase 1 to Phase 2, I have some grave concerns. Firstly, as an area resident and a regular user of the roads leading to, and from Sallins, I am extremely familiar with how busy these routes are, and the regular acute traffic congestion in and around the town of Sallins. Sallins, was at one stage the fastest growing village in Europe. Sallins is now a town with over 6,000 residents. Hence, my complete and utter surprise to learn that a Traffic Impact Assessment (TIA) wasn't carried out. In fact, reading the reply as to why a TIA was not carried out swiftly moved my sense of surprise to one of shock. Fehily Timoney & Company, Project Engineers said, and I quote 'A traffic impact assessment was deemed unnecessary due to the scale and nature of the project. The project consists of active travel facilities, a pedestrian only ramp, parking removal, and a signalised road crossing. It was not anticipated that these works would increase traffic volumes in Sallins. Furthermore, alternative routes are available between Main Street and Canal View to facilitate traffic which currently uses the existing, proposed to be removed, vehicular ramp. A traffic survey was conducted at this junction in May 2022 which showed minimal use of the exiting ramp by HGV's. However, auto-tracking has been conducted on alternative routes to ensure HGV's can still access Canal View. Therefore, it was assumed that the scheme will have minimal effect on traffic volumes in Sallins and a traffic impact assessment not required' Well, if they made an assumption like that, I can surely make the assumption that they are clearly unfamiliar with these roads. I and two fellow long time area residents, carried out our own traffic surveys. The results, I believe, are sufficient evidence that it is, in the first instance, absolutely imperative that a TIA is carried out before any of these proposals are even looked at. On Monday 29th January – between 7am and 9.30am a total of 481 vehicles used the Kerdiffstown Slip Road/Down Ramp and a total of 419 used the Sherlockstown Slip Road/Down Ramp For transparency and due diligence, we carried out the same survey on a different day of the week. Please note that the secondary schools were on mid-term break on Wednesday 14th February. On Wednesday 14th February - between 7am and 9.30am a total of 309 vehicles used the Kerdiffstown Slip Road/Down Ramp and a total of 238 used the Sherlockstown Slip Road/Down Ramp On the Wednesday 14th, we had additional helpers so we managed to count the 118 vehicles who used Chapel Avenue to gain access to the Kerdiffstown Road. This, in effect means, that if the Kerdiffstown Slip Road/ Down Ramp was closed to vehicles, it would result in a 262% increase in the number of vehicles being forced, coerced, sent down the narrow Chapel Avenue. A road that has 2 acute 90' angle turns. A road on which a playground, a church and a community centre are located. Most importantly, it is the route to Sallins National School.

				Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn, almost ‘hairpin bend’ onto the Sherlockstown Road from the Naas direction is dangerous. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church* Avenue. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Secondly, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works and a dozen thriving businesses, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives and of these residents and businesses. My third objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church* Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. It prevents the free flow of traffic and the sign located at the corner, informing people that the road is closed is misleading as anyone would assume if the road is closed then there is no risk of traffic exiting from it. That, as you should know, is not the case. In summary, I wish to reiterate my objection to the above mentioned proposals and I would urge you please to carry out a TIA. Not only is it essential to give a true and factual based overview of how busy these roads in question are, but it will give you up to date statistics regarding use by vehicles as opposed to just HGV’s, as per the May 2022 study. In fact, in the absence of such data I would question the validity of these proposals. Finally, I would also like to ascertain whether you have, or whether you plan to investigate the feasibility of a Board Walk ? I cycle the Greenway from Sallins to the Cliff at Lyons 4 times a week on average and I have also cycled to Grand Canal Basin, and the Westport Greenway, so I and am very au fait with Greenways, however, and despite not being an engineer, I would argue the case for a Board Walk. I would appreciate you taking on board both my grave concerns regarding Part 8 Proposed Sallins Grand Canal Greenway Link and to my queries regarding a TIA, the names on the maps* and a board walk. Yours faithfully, _____ Anne Fitzpatrick *I would like to draw your attention to the fact that there appears to be an anomaly regarding the naming of Chapel Avenue as Church Avenue. Please see your map versus the postal addresses of businesses and residential properties on Chapel Avenue.

KCC-C215-GCG-171	KCC-C215-GCG-171 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Maria Conlon	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-172	KCC-C215-GCG-172 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Aiden Brady	Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 22nd February 2024 13:00 hours Dear Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I commend Kildare County Council (KCC) for the work they and sub-contractors have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top-class amenity for the local community and visitors to enjoy. However, I would like it noted that I am dismayed at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, and of the new Greenway, I am extremely familiar with the acute traffic congestion in the village and the necessity of carparking to access the new amenity. Therefore, I would like to express my objection to the proposed Removal of the existing vehicular ramp and provision of a pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently object to the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, KCC are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a public house, business, residential houses, a café, a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School and Sallins Train Station. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407 and dangerous congestion on all roads. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for several reasons, namely: The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are necessary for residents including licenced barge owners and local businesses. With over 90 residents living near the proposed development works, KCC must give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses, as well as the need to provide car parking for visitors to the newly opened Grand Canal Greenway. Therefore, I would be grateful if you would take into consideration my steadfast objections. Yours faithfully, Signed: Aiden Brady

KCC-C215-GCG-173	KCC-C215-GCG-173 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Ann Dunne	Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 22nd February 2024 Co. Kildare, W91 X77F 13:00 hours Dear Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I commend Kildare County Council (KCC) for the work they and sub-contractors have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top-class amenity for the local community and visitors to enjoy. However, I would like it noted that I am dismayed at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, and of the new Greenway, I am extremely familiar with the acute traffic congestion in the village and the necessity of carparking to access the new amenity. Therefore, I would like to express my objection to the proposed Removal of the existing vehicular ramp and provision of a pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently object to the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, KCC are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a public house, business, residential houses, a café, a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School and Sallins Train Station. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407 and dangerous congestion on all roads. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for several reasons, namely: The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are necessary for residents including licenced barge owners and local businesses. With over 90 residents living near the proposed development works, KCC must give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses, as well as the need to provide car parking for visitors to the newly opened Grand Canal Greenway. Therefore, I would be grateful if you would take into consideration my steadfast objections. Yours faithfully, Signed: Ann Dunne
KCC-C215-GCG-174	KCC-C215-GCG-174 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Margaret Jordan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-175	KCC-C215-GCG-175 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Closing both ramps On Canal bridge and removal of car park spaces	Mary and Michael Shanley	We strongly disagree with this proposal on the basis as it will cause major difficulties to traffic, regardless of either directions. Removal of car park spaces in a village with limited parking makes no sense. Car parking at railway station is already at full capacity . Please consider this observation Mary and Michael Shanley
KCC-C215-GCG-176	KCC-C215-GCG-176 Part 8: Sallins Canal Greenway Link	part 8	Tony McGuinness	Dear Kildare County Council, I would like to formally object to the Proposal Part 8: Sallins Grand Canal Greenway Link. The proposed closure of both ramps will cause major congestion in Sallins and only exacerbate the existing traffic problems in the village. Both Church Avenue and Canal View Roads are extremely narrow and the closure of these ramps will only increase the risk of injuries and traffic collisions. The removal of car parking spaces is short sighted and does not take into account the needs of local residents (Including boat residents), business owners, those dropping and collecting children from school, visitors to the greenway and also emergency services trying to access local areas. The removal of the disability spaces on the canal will also have an impact on those with reduced mobility who wish to access the greenway. I would be grateful if you could take into consideration my objections. Yours Sincerely, Tony McGuinness
KCC-C215-GCG-177	KCC-C215-GCG-177 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 proposed sallins grand canal greenway link	Brenda Hughes	Hi, I write in relation to the proposed alterations to the road system in Sallins. As a resident in the town for the past 21 years I have seen a growth in the population and road usage, but not in the basic infrastructure to keep residents safe. For this reason I support the proposed alterations. However, it would greatly help parents of school going children if the school could be accessed by more than one entrance, given its current and projected enrolment. If KCC purchased the land behind the playground, currently for sale, it could offer a safe carpark and walkway to the school. Kind regards Brenda Hughes
KCC-C215-GCG-178	KCC-C215-GCG-178 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Lynda Turley	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-179	KCC-C215-GCG-179 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Fergus Carpenter	Introduction Change is needed to solve the problem of getting Greenway cyclists and walkers safely across the main road. Bringing them across at the bridge would appear to be the best route - similar road crossings operate in several places on the Waterford and Mayo greenways. Sallins Community Council (SCC) has for many years called for safer walking and cycling routes for the 700 children who attend our local school. Aspects of this plan will help meet this objective; one has the potential to worsen the situation. Proposal to close the ramp at Canal View / Sherlockstown Road side of canal With the exception of one significant issue (see * below) that must be resolved to make this proposal feasible, I support the closure of this ramp for the reasons outlined below. It will be safer for schoolchildren and Greenway users in two ways: Children will not have to cross the ramp while watching for vehicles turning to go down the ramp; This pedestrian/cycle ramp will become a safe cycling and walking option to the school, with children then continuing across the new bridge to the school. This has the further advantage of reducing the numbers going across the very narrow canal bridge. *The issue requiring a solution is that this proposal brings significantly more vehicles turning into a junction (see photo below) that is already very dangerous for pedestrians. SCC has for many years highlighted the dangers for pedestrians crossing at the bottom of this hill – traffic comes in four directions into the junction and pedestrians are not protected. A further complication is that cars at this junction which are turning left to go up the bridge are stalled on an incline and there is roll back, thus making it even more dangerous for pedestrians who often walk behind the stalled vehicle to get across. This junction must be made safer for pedestrians. As an adult pedestrian with decades of experience crossing town and city junctions, I find this junction very difficult to navigate safely; expecting children and other vulnerable road users to navigate a 4-direction junction with increased traffic is unacceptable and unworkable. A solution needs to be found that will protect vulnerable road users at this crossing. Reduction of Parking on Canal View / Sherlockstown Road Many of the businesses in Sallins (particularly the pubs and cafes and fast food eateries – a total of 8) will benefit significantly from the hugely increased human traffic on the Greenway; I would suggest that this, along with the more attractive environment created for customers, will compensate for the removal of customer parking along the canal. If Greenway users are not attracted by what they see in Sallins, they will not stop over to eat / drink here. On a spring or summer day and at weekends, tourists/ Greenway users will want to sit on the canal bank to observe canal life, not cars. Cars are visually unattractive compared to the canal, trees, nature and nice paving. The minority of visitors who are car drivers can use the church car park - we are all used to paying for parking everywhere we go. This leaves a short walk of between 50 and 150 metres to all the local eateries. Furthermore, with the pedestrian-friendly nature of the changes proposed and the new pedestrian bridge, this will become a more pleasant walk than is currently the case. Effect on Traffic Flow The proposed changes will end cars stopping on the bridge and will bring them to turn at the bottom of the bridge instead. This should have no effect on traffic flow. There is a possibility that some drivers will decide to turn at the garage instead, thus creating an undesirable situation of these cars driving through the small car park at the derelict shop – this is

				already hazardous at times, as drivers and some pedestrians share that space. A yellow box will be needed at the bottom of the bridge so that cars making the turn are not blocked. Proposal to close the ramp at Church Avenue / Kerdiffstown road side of canal This plan proposes to make the temporary closure of the narrow vehicle exit at the western end of Canal View (at the Central Grill) permanent. I warmly welcome this proposal, as it will remove one of the worst danger spots in the town (see below) and will also increase pedestrian safety. KCC’s proposal also has the advantage of removing the unsafe right ‘blind’ turn from the bridge into Chapel Lane. I generally avoid making this right turn as it is unsafe; it requires removal for road safety reasons. The road with the church is narrow and traffic will increase significantly here during certain times of the day if this ramp is closed. It will be necessary to remove the two parking spaces and loading bay there and to enforce this. If this isn’t done, there will be traffic chaos at this location, requiring the intervention of the Garda. Finding ways to encourage/enforce a new school drop-off point (see below) will also be crucial in preventing traffic chaos in the period before and after school opening/closure. The ‘School Run’ Almost all of the students in Sallins N.S. live in Sallins. Most live within a 10 minute walk. As there are almost 700 children attending the school, it is obvious that the vast majority take this walking option. Parents driving their children to the school create significant safety issues at the school. Occasional attendance by the Garda over the years has not solved this problem. Two alternative options are possible for this small group of parents. The more feasible option in the short term is to drop children off in the church car park and walk the 150 metres to school. I would encourage KCC and the Garda to work on finding ways of strongly discouraging parents from driving right up to the school building. Many schools have pencil bollards on the edge of the pavement outside school – this is a very basic and minimum requirement to keep cars off the path. Reserving several of the places for disabled parking would also be appropriate. The second option I propose would have the advantage of solving two problems at once; KCC could create a new walkway to the back of the school through the church grounds that are currently for sale, and Irish Rail would be able to build a much-needed new entrance to the train station. The current entrance to the station is completely unfit for purpose, being inaccessible by wheelchair/pram and dangerous at the entrance. Train Station Entrance This idea of creating a back entrance point to the school was proposed by Sallins Community Council in 2016 during the Local Area Plan Part 8 process and was accepted by the Council’s CEO as a good idea in his response to submissions. It would seem appropriate that the cost of site purchase and construction costs would be shared between KCC and Irish Rail. One of the main objections to this Part 8 proposal is (anecdotally) the traffic chaos that would ensue if the ramp is closed – the two solutions outlined above would significantly mitigate this. The latter option would be an attractive option to residents that would counteract much of the objection to the proposal. Parking – The Wider Issue Rather than looking at the parking issue as it currently stands we need to look at it with a fresh and objective perspective. The plan proposes removing 24 spaces - the church car park, having approximately 65 spaces and another 25 at the parish centre beside it, has enough spaces to cope with all current and possibly future demand. Having a car park in the middle of the town close to the large majority of the businesses provides a clear and obvious solution to the parking issues in Sallins. Church Car Park 4.45 p.m., Tuesday 21st Feb. A visit to many villages and towns around Europe will provide innumerable examples of car parks located on the edge of towns. This is good planning. The need for KCC to agree an arrangement with the church/ parish in relation to this car park is essential. Failure to agree such a solution would be failing the residents of Sallins. All stakeholders (parish, KCC, businesses and residents) should work together to find a solution so that the present and future parking needs are met - with a car park that already exists and is significantly under-utilised. A time limit would be necessary Monday-Friday to prevent train users from using this car park. One example of such a parking solution is in Oughterard (Co.Galway) where visitors and residents park their cars in the public car park on the edge of the village and walk the short walk to the local shops. At Clonea beach (see below) there is an agreement between Waterford Council and a local landowner to allow free parking near the beach. Residents’ Parking It is unfortunate that the removal of four parking spaces on this side of the canal would affect residents and businesses, and arrangements should be made for these residents to be facilitated nearby. The church park is just 40/50 metres from those parking spaces so would seem, again, to offer a solution. I wish Kildare County Council well in their endeavours to make Sallins accessible, safe and attractive for residents and Greenway users.

KCC-C215-GCG-180	KCC-C215-GCG-180 Sallins Greenway	My concerns	Rachel Baker	I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. If the proposals go ahead Sallins Main Street will essentially become a carpark. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. It currently congested the main street access and that is with 400+ cars at peak times like work and school hours using the ramp. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Also the corner at Lock 13 is very tight and if there is a build up of traffic in both directions it will again lead to congestion out onto main street with no one being able to go in any direction as they will be caught at the corner unable to pass each other. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. I do however support the change from temporary closure to a permanent one at the corner near canal stores, the western end of Church Avenue, this corner is too dangerous and the access onto main road is also too dangerous. Cars are not allowed to turn right however they still do and cause mayhem and also while trying to try left, towards Naas cars have to pull out too far onto the road to see up the bridge to see if it is safe to pull out. This is a pedestrian ramp that they have to pull out onto while observing. This area would be a perfect location for bicycle parking. I believe it is in the best interest of Sallins, its residents and its visitors for an alternate route to be sought for to connect the two greenway areas, perhaps a tunnel under the canal bridge with adequate railings for safety. Yours faithfully, Rachel Baker

KCC-C215-GCG-181	KCC-C215-GCG-181 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Sallins Community School	Part 8 Proposed Sallins Grand Canal Greenway Link Submission from Sallins Community Council Name: Fergus Carpenter, Chairperson Date: 22/2/24 Proposal to close the ramp at Canal View / Sherlockstown Road side of canal Sallins Community Council (SCC) has for many years called for safer walking and cycling routes for the 700 children who attend our local school. Aspects of this plan will help meet this objective; one has the potential to worsen the situation. SCC supports the closure of this ramp for the reasons outlined below. It will be safer for schoolchildren and Greenway users in two ways: Children will not have to cross the ramp while watching for vehicles turning to go down the ramp; This pedestrian/cycle ramp will become a safe cycling and walking option to the school, with children then continuing across the new bridge to the school. This has the further advantage of reducing the numbers going across the very narrow canal bridge. An issue requiring a solution is that this proposal brings significantly more vehicles turning into Canal View at the junction at Flanagan's Mill (see photo below) that is already very dangerous for pedestrians. SCC has for many years highlighted the dangers for pedestrians crossing at the bottom of this hill – traffic comes in four directions into the junction and pedestrians are not protected. This junction must be made safer for pedestrians. If not, it will reasonably be seen as KCC prioritising the needs and safety of Greenway users over the residents of Sallins. Reduction of Parking on Canal View While one of our members is of the view that the need to remove the 20 spaces could be obviated by taking some of the grassed area by the canal in order to widen the shared pathway, SCC is generally supportive of the widening of this pathway by removing the parking spaces. This will make it a much more attractive space in which to enjoy the beauty of the canal, thus making Sallins a very attractive stop-off spot for Greenway users. The minority of visitors who are car drivers can use the church car park - we are all used to paying for parking everywhere we go. This leaves a short walk of between 50 and 150 metres to all the local eateries. Proposal to close the ramp at Church Avenue / Kerdiffstown Road side of canal Members of SCC have varying views on the proposed closure of this ramp, with some welcoming it and others seeing

				it as unnecessary. This plan proposes to make the temporary closure of the narrow vehicle exit at the western end of Canal View (at the Central Grill) permanent. We warmly welcome this element of the plan, as it will remove one of the worst danger spots in the town (see below) and will also increase pedestrian safety. The road with the church is narrow and traffic will increase significantly here during certain times of the day if this ramp is closed. It will be necessary to remove the two parking spaces and loading bay there and to enforce this. If this is not done, there will be traffic chaos at this location, requiring the intervention of the Garda. Finding ways to encourage/enforce a new school drop-off point (see below) will also be crucial in preventing traffic chaos in the period before and after school opening/closure. The ‘School Run’ Almost all of the students in Sallins N.S. live in Sallins. Most live within a 10 minute walk. As there are almost 700 children attending the school, it is obvious that the vast majority take this walking option. Parents driving their children to the school create significant safety issues at the school. Occasional attendance by the Garda over the years has not solved this problem. Two alternative options are possible for this small group of parents. The more feasible option in the short term is to drop children off in the church car park and walk the 150 metres to school. I would encourage KCC and the Garda to work on finding ways of strongly discouraging parents from driving right up to the school building. Many schools have pencil bollards on the edge of the pavement outside school – this is a very basic and minimum requirement to keep cars off the path. Reserving several of the places for disabled parking would also be appropriate. The second option we propose would have the advantage of solving two problems at once; KCC could create a new walkway to the back of the school through the church grounds that are currently for sale, and Irish Rail would be able to build a much-needed new entrance to the train station. The current entrance to the station is completely unfit for purpose, being inaccessible by wheelchair/pram and dangerous at the entrance. This idea of creating a back entrance point to the school was proposed by Sallins Community Council in 2016 during the Local Area Plan Part 8 process and was accepted by the Council’s CEO as a good idea in his response to submissions. One of the main objections to this Part 8 proposal is (anecdotally) the traffic chaos that would ensue if the ramp is closed – the two solutions outlined above would significantly mitigate this. The latter option would be an attractive option to residents that would counteract much of the objection to the proposal. Parking Issue The plan proposes removing 24 parking spaces - the church car park, having approximately 65 spaces and another 25 at the parish centre beside it, has enough spaces to cope with all current and possibly future demand in Sallins. Having a car park in the middle of the town close to the large majority of the businesses provides a clear and obvious solution to the parking issues in Sallins.
				The need for KCC to agree an arrangement with the church/ parish in relation to this car park is essential. Failure to agree such a solution would be failing the residents of Sallins. All stakeholders (parish, KCC, businesses and residents) should work together to find a solution so that the present and future parking needs are met - by a car park that already exists and is significantly under-utilised. Church Car Park 4.45 p.m., Tuesday 21st Feb. A time limit would be necessary Monday-Friday to prevent train users from using this car park. Fergus Carpenter Chairperson, Sallins Community Council

KCC-C215-GCG-182	KCC-C215-GCG-182 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Opposition to ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Clare Masterson	To: A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co Kildare, W91 X77F 21/02/2024 RE/ ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Dear A/Senior Executive Officer I refer to the above and first of all would like to commend Kildare County Council (KCC) for the work they have completed thus far on the Grand Canal Greenway Phase 1 – Sallins to Alymer Bridge. I have enjoyed being able to make use of it by driving to Sallins and parking up so that I can go along the Greenway and return back to my car in Sallins. However, I completely oppose the current development plan ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ with the regard to the way it is detailing how a link between Phase 1 and Phase 2 of the Greenway will be built and operated. Below you will see my observations on how the current development plan ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ is not a viable option and should be rejected. I would appreciate if consideration were given to my opposing observations/suggestions as part of this consultation process. Removal of existing vehicular ramps to both Canal View and Church Avenue As there was no Traffic Impact Assessment (TIA) carried out as part of the preparation of this planning application, due consideration has not been given by Kildare County Council (who should be ensuring that this Greenway link is well planned and considers all transportation implications). A TIA is a technical analysis that evaluates traffic related issues and safety concerns associated with a specific development project. Its primary objective is to determine whether a particular development will impact the safety and efficiency of nearby roads. The new by-pass road of Sallins was a very welcome solution to alleviating some of the traffic congestion on the main road through Sallins, the R407. However, it would seem incredulous that the main point of the above development change is to close currently what I would deem high usage vehicular ramps (again a TIA would be required to determine the full usage numbers and implications) and to direct more traffic onto the already ‘busy’ R407 without consideration of the effects of same and the effects on safety of all persons that pass through Sallins village by whatever means. I refer to the R407 as the ‘busy’ R407 as that is how it is described on at least four occasions in the ‘Sallins Greenway Link – Part VIII Report’ prepared for KCC by Fehily Timoney (Planning Consultants). If the report that I read which was prepared for this development refers to the R407 as the ‘busy’ R407 it seems very dismissive of traffic concerns to not have had a Traffic Impact Assessment carried out. If the consultant firm Fehily Timoney itself, considers the main road in Sallins to be a ‘busy’ road I would have expected them to have recommended to KCC that another consultancy firm carry out a TIA if they were not qualified to do so. In the pre-planning process for this Sallins Greenway Link development, it would have been essential that local roads engineers of KCC be involved so that effects on traffic in this area of the proposed development be put as a priority for the ultimate safety of all persons and to prevent loss of life or limb as a result of the development. I note in the ‘Sallins Greenway Link – Part VIII Report’ prepared for KCC by Fehily Timoney (Planning Consultants) that they offer a reason described as a ‘dangerous conflict collision zone’ for the closure of the above ramps and I would like to know how they have come to this conclusion, especially if no Traffic Impact Assessment has been carried out or no traffic surveys or traffic junction surveys by KCC Roads engineers. In fact, if you are a vehicle coming down the ramp (due to the nature of the turn on to the ramp the vehicle has to be moving slowly) and if you are a pedestrian crossing the road say at the corner where the café is and you are looking up at the ramp, it has a very clear sightline for both entities, the vehicle and the pedestrian. I’m not sure how it can be described as a collision zone. I drive down both ramps regularly and the vehicle is moving very slowly, because of the turn you have to make to turn on to both ramps. However, the addition of new Pedestrian lights to accommodate the new crossing on the Canal Bridge R407 road for Greenway users is not a clear sightline for approaching traffic from the Naas direction. Solution: I would suggest that both ramps remain open as is the current position but on the Church Avenue side, it could be made into a one-way section of road from the corner of the café out to the exit onto the R407 beside the Railway Inn public house. Removal of existing parking spaces at Canal View and Osberstown Road – total to be removed 24 spaces.

				I strongly oppose the removal of these 24 parking spaces on so many levels on behalf of these groups of persons: - Residents that live in this area and have an expectation to be able to park directly outside their houses as they have done so since they began living there. A suggestion that one day you can park outside your house and another day you are being informed you now can park by driving across a local bridge and around a busy traffic junction in order to be able to park your car for the night in a public car park, or go over a railway bridge and park in another public car park – this is simply not acceptable. For safety concerns who is going to be able to accompany a resident that has to park that distance away from their own home and walk back to their house, when the reason they may have initially purchased their home in Sallins is so they could actually park directly outside it. Leisure users of the village of which I would be one, where I currently use these car parking spaces to park up and then commence my journey on the Greenway. Persons that avail of the many eating/drinking/commercial establishments in Sallins village centre, they would have an expectation of being able to park outside the establishment they are visiting. I frequently see whole family units, including elderly family members getting out of their cars parked on Canal View and then they only have a few steps to manage to cross the road and go in with the rest of their family to enjoy an afternoon together. Persons bringing children to school and from school – a huge number of parking spaces are used for this very reason now that we have the new Pedestrian Bridge in place right in front of Sallins National School and this is wonderful sight to see in the mornings and evenings. It would be naïve to think that all parents/guardians and children can walk to and from Sallins National school when so many parents/guardians continue on their journey by car to their place of employment, after bringing their children to school. Visitors/tourists to the village or passing through the village also require to be able to park in Sallins. Sallins has the enviable position as being known by a huge number of visitors/tourists as the perfect stopping point for refreshments for journeys going through the village to attend or return from horseracing meetings in Naas, Punchestown, the Curragh as well as many golf clubs in the area including the K Club which hosts golf tournaments of a national interest. In the future, we will also have Sallins village’s proximity to the new Kerdiff Park and Recreation Centre which I believe is due to open this year and so again more people needing parking facilities in Sallins village when they might wish to stop off on their way to or returning from the new park for refreshments. Persons that may have mobility issues or may be caring for family members with mobility issues should have an expectation that they can continue to park in Sallins Village centre as they always did so that they can participate in the Greenway and avail of the many eating/drinking/commercial establishments, attend the Community Centre, go to the local Church, get some steps in on their walk to these premises and then be able to be come back to their car parked along the canal. Solution: Instead of removing the above 24 parking spaces to facilitate a shared space in the centre of Sallins village, I have a few other suggestions for shared spaces in Sallins. I would suggest the shared space be moved to the square in the centre of Sallins village by purchasing the current unused and for sale buildings in the square beside the bus stop, it used to be a convenience shop and at one time, one unit was a video outlet shop. If KCC would purchase same you now have a perfect shared space for the Sallins community, which due to the fact that is further away from the Grand Canal itself, it would be safer for families with young children when water safety is considered. There is an area of land C1.59 acres for sale beside Sallins Church (with the new Sallins church car park backed up alongside its boundary) and it would be suitable as a shared space for Sallins Community. It would also have direct access to car parking. The most important part is that the Pedestrian entrance/exit to this shared space would not be onto or alongside a local road with vehicles travelling along (current suggestion beside Grand Canal). This would be a safer again option for families with young children in respect of water safety and for persons with slower ability to move. Sallins hasn’t had a shared space for decades and only got a playground in the last number of years, therefore if a shared space is what is required by this community (and it certainly is) it would be better for it to be a proper shared space rather than the proposed use of strip of vacant canal bank that came to light when drawing up a Greenway link development plan. Proposed development not in line with Greenways and Cycle Routes Ancillary Infrastructure Guidelines According to the Department of Transport, Tourism and Sport document entitled “Greenways and Cycle Routes Ancillary Infrastructure Guidelines” it lists Route User Type Requirements as follows: - Leisure Cyclists – it is stated in the document named above that Route Selection for this type of user should include. Cycle Loops Regular resting areas Opportunities to buy food and drink Integration with public transport and car parking Therefore, it would appear straight away that the KCC decision to remove a total of 24 parking spaces is in contradiction to the official guidelines listed above regarding ancillary infrastructure for greenways. If anything, KCC should be investigating where more parking spaces could be added to the centre of Sallins village. Again, in the above document even when it is describing the requirements for Greenway Major Trailheads and Minor Trailheads, car parking is referred to on both occasions. We cannot be naïve about the necessary use of cars in accessing multi-user Greenways throughout Ireland as a whole. KCC might investigate the possibility of extra parking spaces along the strip of

				land just behind the high boundary wall of what used to be Sallins Meat Factory. Leisure Cyclists – it is stated in the document named above that Route-Layout for this type of user should be. Off-road and low gradients for families – varies for road cyclists. Again, the KCC proposal for this Greenway link falls short of this guideline as it intends to bring Greenway users: - (1) up a steep enough ramp (it would appear from the plans to be steep for persons pushing a child’s stroller/pram or a wheelchair user or a person on a mobility device) (2) onto the ‘busy’ R407 road and (3) have to use a pedestrian crossing in order to continue their journey on the Greenway The primary aim of this Greenway link in Sallins should surely be to have the safest possible route for all Greenway users which certainly should be a flat, no gradient, off-road route. The off-road aspect is especially important with reference to the Fehily Timoney Consulting Planning report which acknowledges that the main road through Sallins, the R407 is a busy road. In the government publication entitled ‘National Cycle Network’ it is recommended that the safest Greenway route is one that does not go onto a public road at any point if another option is available and in this case another option is available. A Greenway route link going under a bridge is not a new concept and can be seen on many routes in Ireland. Solution: In this regard my suggestion would be for the Greenway link route to continue under the Grand Canal bridge, which is off-road, no gradient and a better free-flowing option for users of the Greenway. I believe, if possible, this would be the anticipated desired line of route for all Greenway users instead of breaking up their Greenway journey by having to exit on to public footpaths, pedestrian crossings etc. Dangerous turn to Canal View road / Bodentstown crossroads road The current turn off the R407 from the Naas direction onto the local road going towards Canal View and Bodentstown crossroads direction is dangerous and not fit for purpose: - By closing the ramp for vehicles onto Canal View, this change will force all traffic wanting to go down the road towards Canal View and Bodentstown crossroads around an already ‘not fit for purpose’ dangerous turn where two cars cannot fit alongside each other. If you actually look at the distance at that exact point where vehicular traffic is allowed you will note there are double yellow lines painted outside the buildings there, where the old post office used to be, a hair salon and a betting shop and the side entrance to Lock 13 public house. There is not even space to put in a proper kerbed footpath, it has just white lines on the road surface currently and it has been like that for decades. Again, I mention the requirement for a Traffic Impact Assessment so it can establish the safety or danger of the suggested development contained in this Greenway link plan to route all traffic heading in the direction of Canal View and Bodentstown crossroads down such a dangerous bend. No vehicular users of the roads in Sallins Village would ever choose to make that right turn at that dangerous bend, all vehicular users go down the ramp onto Canal View road. To note as you stop on the top of the Canal bridge and wait to turn down the ramp you can see all traffic on your left, all traffic straight ahead and all users of the footpath on your right side - so it is very easy to let pedestrians go ahead on the footpath before you turn on to the ramp or in some cases pedestrians will indicate to you that they have stopped and you can turn down the ramp. There is a common courtesy by users of both ramps in Sallins, vehicular and pedestrian traffic that does not come across in the report prepared by Fehily Timoney Consultants and that common courtesy has been there for decades. In conclusion, there appears to be an assumption that Sallins Village will only be a throughway for the users of the Greenway, that only persons going the full 38.5km distance will be on it. It is further assumed that Sallins Village will not be an entrance point or an exit point on the Greenway and therefore no ancillary facilities are required in respect of parking spaces or safe traffic road routes in the village. In my opinion this is an incorrect assumption as the Greenway will be 38.5km long and most Leisure users will not be intending to cycle that or walk that distance with their families and friends in one day or one morning or one afternoon. I believe Sallins Village will get busier with locals and visitors arriving by car or by train to use the Greenway and it is very disappointing that the proposed development plan does not recognise this fact. The lack of parking spaces in Sallins village is well known by all people coming to Sallins and even the ‘paid for’ car parking spaces in the Sallins Train Station underground car park run by Apcoa are all taken first thing in the morning by commuters. For example, if you drive into this underground car park on a Wednesday morning at 9am you will not find a free parking space. I thank you for the opportunity to make this submission and look forward to my observations in opposition to this full proposal being noted and my suggestions in line with government documentation guidelines being favourable considered. Yours faithfully Clare Masterson

KCC-C215-GCG-183	KCC-C215-GCG-183 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	James Lawless TD	To whom it may concern Regarding the proposed changes to traffic and street layout as part of the Greenway works in Sallins. Firstly let me say that I am unequivocally positive about the Greenway project, I believe that it will enhance the village and wider area and provide a wonderful amenity to locals and tourists alike. I also believe that the entire area will enjoy an uplift both economically and recreationally as the greenway will improve the overall fabric of the village and will bring many visitors along its route. However I am concerned by the current proposals to remodel traffic flows within the village. Sallins has limited carparking options already, with only a small carpark in front of the single garage, a parish centre carpark beside the church and a private supermarket complex which is also used by commuters at the busy Sallins Railway Station, which applies pay-parking but is also full to capacity by 8am most mornings due to huge commuter demand and limited availability of spaces. The village has already struggled in recent years by the impact of spill-over street parking from the train station which was only addressed when Kildare County Council introduced parking regulation in an attempt to preserve some local spaces for local businesses, residents and local activity. In this context the removal of 24 parking spaces actually represents a significant reduction in the level of street parking available in the village to avail of the many pubs, restaurants and amenities. Equally the proposed closure of both canal ramps at Kerdiffstown and Sherlockstown sides of the canal, without any proposed replacement for traffic currently using them, would place huge pressure on already narrow streets on both sides of the canal. The route by the church and past the Railway Inn is already heavily congested on the Southern side of the canal bank and the route around the corner by the former Bambury's bookmakers on the Northern side. Both of these routes are already narrow and congested and the addition of extra traffic will only exacerbate that. It is not apparent whether a traffic study was performed in the course of the consultants report and I think that would be an essential important prerequisite before disturbing the current traffic flows. On the proposal to close the small chicane around the corner by the fast food restaurant/Central Grill, this particular aspect of it has already been trialled and I do favour making that permanent. The village has the opportunity to create a vibrant canal-side environment as a superb outdoor amenity, however the proposed changes are premature and cannot be made in isolation. I am of a view that the current traffic flows are sub-optimal and that some changes are needed to improve both motorist and pedestrian safety, and to help unclog the busy streets in the village centre, however that requires a solution that provides alternative flows to release pressure. I am open to such change if it is proposed, unfortunately it does not appear in the current study. Best regards, James Lawless
KCC-C215-GCG-184	KCC-C215-GCG-184 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Ronan and Rita O'Brien	Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 22nd February 2024 Co. Kildare, W91 X77F Dear Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objection. Yours faithfully, Signed: ____ Ronan and Rita O'Brien_____

KCC-C215-GCG-185	KCC-C215-GCG-185 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Karl Doyle	Proposed Development: Works Comprise improvements to the existing pedestrian and cycle infrastructure on the R407, the removal of existing vehicular ramp and provision of pedestrian/cyclist only ramp, the pedestrian ramp will have a smaller footprint which will bring greenway users from Canal View to the proposed crossing point on the R407. Would just like to send in my support and appreciation for this as a resident of sallins. The Greenway development has been excellent and want to see this part completed also. Many thanks Karl.
KCC-C215-GCG-186	KCC-C215-GCG-186 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Lorna Carroll	https://consult.kildarecoco.ie/en/submission/kcc-c215-gcg-186#obs-6172
KCC-C215-GCG-187	KCC-C215-GCG-187 Sallins Part 8 Greenway	Traffic congestion and safety of residents	Monica Fitzpatrick	The Greenway along the Canal is a fantastic amenity. It offers so much to our community but the traffic proposals and removal of car spaces in an already congested town seems ludicrous. My suggestion is that a Traffic Impact Assessment is absolutely necessary before any changes can be made. It seems very remiss on behalf of KCC that no TIA was carried out. If the Kerdiffstown slip ramp is closed off, the hundreds if not thousands of daily commuters will have to navigate around an already congested 90 degree bended laneway. The build up of cars trying to turn down and exit Chapel Avenue will cause huge traffic congestions on all three roads, Clane, Naas and Kerdiffstown. The safety of pedestrians will be at risk as they try to traverse the exit of Chapel Avenue on to Main street. The School traffic from Sallins Primary School is already a serious safety issue for School users and residents of Kerdiffstown. There is sometimes no access past the School, in either direction as School users block each side of the road. No Emergency vehicles could pass at these times and now KCC are suggesting blocking the only safe clearway we have - the Kerdiffstown Slip ramp. Do KCC have a suggestion as to where residents should now park? Will the areas be street lit for safety of residents who now cannot park outside their homes. We have a housing crisis and KCC want to thwart residents accessing their homes, safely and freely? Please carry out a TIA and make proper provisions for residents parking, business owners and daily commuters. Thank you
KCC-C215-GCG-188	KCC-C215-GCG-188 Withdrawn	Withdrawn	Withdrawn author	
KCC-C215-GCG-189	KCC-C215-GCG-189 'Part 8 Proposed Sallins Grand Canal Greenway Link'	part 8	Maureen Nolan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odiums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. We have been advised by KCC that NO traffic impact assessment was carried out. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority.

				RECOMMENDATIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.
KCC-C215-GCG-190	KCC-C215-GCG-190 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Michael McLoughlin	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins.

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KCC-C215-GCG-191	KCC-C215-GCG-191 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Laura Maher	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to alleviate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrectly named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other than to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins.

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KCC-C215-GCG-192	KCC-C215-GCG-192 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Peter Nolan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other than to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins.

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KCC-C215-GCG-193	KCC-C215-GCG-193 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Ellen Walsh	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to alleviate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrectly named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other than to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 more sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins.

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KCC-C215-GCG-196	KCC-C215-GCG-196 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Helen Fahey	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-197	KCC-C215-GCG-197 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Andrew Lyons	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, safety, wellbeing & mental health should also be taken into consideration as a priority. PROPOSED SOLUTIONS 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-199	KCC-C215-GCG-199 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Paul Rooney	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life and limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, safety, wellbeing & mental health should also be taken into consideration as a priority. PROPOSED SOLUTIONS 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-200	KCC-C215-GCG-200 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Jamie Troy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue arc predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-201	KCC-C215-GCG-201 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Lauren Sheehan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life and limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, safety, wellbeing & mental health should also be taken into consideration as a priority. PROPOSED SOLUTIONS 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-202	KCC-C215-GCG-202 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eddie O'Toole	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-203	KCC-C215-GCG-203 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Maria Ashe	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie/ / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, safety, wellbeing & mental health should also be taken into consideration as a priority. 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-204	KCC-C215-GCG-204 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Cecile Villadelgado	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. 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KCC-C215-GCG-205	KCC-C215-GCG-205 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Susan Hegarty	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. 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KCC-C215-GCG-206	KCC-C215-GCG-206 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Tom Moriarty	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-207	KCC-C215-GCG-207 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Adham Harbi	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-208	KCC-C215-GCG-208 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Donal Kelleher	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 19th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-209	KCC-C215-GCG-209 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	May Kelleher	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 19th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-210	KCC-C215-GCG-210 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Aoife Kelleher	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 19th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-211	KCC-C215-GCG-211 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Blanka Gustav	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 19th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-212	KCC-C215-GCG-212 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Gustave Gustav	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 19th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-213	KCC-C215-GCG-213 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Paddy Clint	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-214	KCC-C215-GCG-214 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Environmental Health Service	22nd February 2024 Re: Part 8 (Planning Ref P82023-07) Proposed Sallins Grand Canal Greenway Link Dear Sir/Madam, Having viewed the drawings in relation to the above development I wish to make the following comments: 1. Construction Management Plan I recommend that a comprehensive construction management plan is drafted and implemented to ensure that any adverse impacts from construction and or demolition on the environment and health are reduced and that any temporary emissions during the construction and or demolition phases are controlled to prevent nuisance or adverse health effects. The plan should take into account all of the following: Waste Management, Staff welfare facilities, Pest Control Management, Dust impacts, Excessive noise and emissions to Surface/Ground Water. (a)Noise The following measures shall be taken to prevent nuisance from noise at construction and or demolition sites: The hours of operation on all construction sites shall be restricted to 8.00a.m. to 7.00p.m., Monday to Friday, and 8.00 a.m. to 2.00p.m. on Saturdays. No activities shall take place in site on Sundays or Bank Holidays. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00p.m. and 8.00a.m. No deliveries of materials, plant or machinery shall take place before 8.00a.m. in the morning or after 7.00p.m. in the evening. If there is any occasion when work must be carried on outside daytime hours, this department, local residents and businesses in areas which are likely to be affected by noise from the proposed works should be notified in advance e.g. in letter or leaflet or advertisement. (b)Air-Quality The following measures shall be taken to prevent nuisance from air pollution at construction and or demolition sites: No outdoor burning shall occur on site. Site must be secured to prevent access by vandals who may cause air pollution nuisance due to carelessness. During any demolition works and during the construction phase, all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include i) covering skips, ii) covering slack heaps, iii) netting of scaffolding, iv) regular road and pavement damping and sweeping, v) use of water spray to suppress dust, vi) proper paved or hard stand access for trucks and vehicles to and from the site to prevent dirt and dust from the site being carried from the site on to public roads etc. Protective hoarding screens should be erected around construction activities to reduce dust-blow from the site A temporary wheel-wash facility should be installed close to the location of the site entrance to prevent the dragging of silt and mud onto the local road surface by trucks departing from the site. Exposed surfaces and entrances to the site should be dampened during dry windy conditions in the interest of controlling fugitive dust. Any spillage of material from vehicles departing from the site should be promptly removed to prevent re-suspension of silt from the road surface by passing vehicles. Dust control measures should be active on equipment used for drilling or pavement cutting, grinding of block surfaces and similar types of stone finishing is taking place as significant fine particulate emissions can be generated which may cause a local nuisance. Bulk fine sized aggregates and other similar building materials that may easily become airborne by the wind should not be stored in uncovered stockpiles. Truck speeds should be controlled within the redevelopment area to prevent high levels of dust being re-suspended from the construction area. Vehicles and plant machinery operating on site should be properly maintained to prevent excessive emissions of particulates and other pollutants from the exhaust-pipes. All site vehicles and machinery should be switched off when not in use- no idling. In the interests of both public health and the environment the above guidelines should be included in the work policy of those undertaking all large and small building projects. These details must be made known to all developers, contractors and sub-contractors. 2. External Lighting To prevent light pollution and the creation of a nuisance: ☑ Any external lighting system shall be designed to minimise potential glare and light spillage in particular to residential properties in close proximity to the site. ☑ All external lighting shall be of a type that ensures deflection of lighting downwards. Should you require clarification on any of these matters please do not hesitate to contact me on 045-920208. Kind Regards, _____ Conor Hayes Date: 22/02/2024 Environmental Health Officer _____ Derek Bauer Date: 22/02/2024 Principal Environmental Health Officer

KCC-C215-GCG-215	KCC-C215-GCG-215 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Michelle McClean	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie/ / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, safety, wellbeing & mental health should also be taken into consideration as a priority. 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-216	KCC-C215-GCG-216 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Avajr Hoare	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-217	KCC-C215-GCG-217 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Laura Hoare	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. 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KCC-C215-GCG-218	KCC-C215-GCG-218 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Stephen Hoare	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-219	KCC-C215-GCG-219 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Collette Power	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-220	KCC-C215-GCG-220 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Gina Nolan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-221	KCC-C215-GCG-221 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Patrick Kenny	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-223	KCC-C215-GCG-223 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Paula Connolly	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. 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KCC-C215-GCG-224	KCC-C215-GCG-224 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Khalid Maal	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-225	KCC-C215-GCG-225 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Aileen Doran	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-226	KCC-C215-GCG-226 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Joan Talbot	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-227	KCC-C215-GCG-227 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Stephanie Connolly O'Neill	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. 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KCC-C215-GCG-228	KCC-C215-GCG-228 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Jack Talbot	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-234	KCC-C215-GCG-234 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Brendan O'Neill	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. 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KCC-C215-GCG-236	KCC-C215-GCG-236 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Rachel Lyons	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-238	KCC-C215-GCG-238 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Sadie McClean	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-240	KCC-C215-GCG-240 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Gavin Murphy	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-245	KCC-C215-GCG-245 Part 8 Proposed Sallins Grand Canal Greenway Link		Corrina Coyle	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 20th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-246	KCC-C215-GCG-246 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Karen Collins	Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-247	KCC-C215-GCG-247 Part 8 Proposed Sallins Grand Canal Greenway Link		James Collins	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 20th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-248	KCC-C215-GCG-248 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Linda Natale	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-249	KCC-C215-GCG-249 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Paddy Reddy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-250	KCC-C215-GCG-250 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Fran Nugent	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. We have been advised by KCC that NO traffic impact assessment was carried out. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-251	KCC-C215-GCG-251 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Mary Hayes	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-252	KCC-C215-GCG-252 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Nicola Nugent	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. We have been advised by KCC that NO traffic impact assessment was carried out. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-253	KCC-C215-GCG-253 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Bernadette Dwyer	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-254	KCC-C215-GCG-254 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Ian Smalley	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800’s (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin).

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KCC-C215-GCG-255	KCC-C215-GCG-255 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	David Reddy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-256	KCC-C215-GCG-256 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Kev O'Reilly	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. We have been advised by KCC that NO traffic impact assessment was carried out. 5. 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Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. 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KCC-C215-GCG-257	KCC-C215-GCG-257 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Martina Moore	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-258	KCC-C215-GCG-258 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Claire Nugent	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-259	KCC-C215-GCG-259 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Lauren Smalley	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. 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No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS: 1. 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KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-260	KCC-C215-GCG-260 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Elaine Rossiter	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
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KCC-C215-GCG-262	KCC-C215-GCG-262 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Leo Timmons	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

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KCC-C215-GCG-267	KCC-C215-GCG-267 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Des O'Neill	Dear Sir/Madam, Re: ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ I would like to preface this submission by applauding the excellent work completed to date by Kildare County Council (KCC) and their contractor on Phase 1 of the Grand Canal Greenway, i.e. Sallins to Aylmer Bridge. It makes this stretch of the canal accessible all year round to walkers, joggers, cyclists, etc. A job well done! However, I am quite alarmed at what is being proposed with regards to linking Phase 1 and Phase 2 (Sallins to Clonkeen) of the Greenway project. Removal of 20 parking spaces on Canal View Firstly, while in principle I don’t have an objection to the removal of parking spaces parallel to the northern bank of the canal along Canal View, I am cognisant of the fact that these parking spaces are the primary source of parking for customers of Lock 13 Gastropub, J.P. Healy Pub and Boyle Sports bookmakers. They are also likely used by persons who travel by car to Sallins to walk the recently opened Phase 1 of the Greenway. Therefore the question arises: where will vehicular patrons of these commercial establishments, or those using the Greenway itself, park if these are removed? 20 parking spaces is a significant number relative to the overall number of public car parking spaces in Sallins. Is there an alternative plan for public car parking within the village environs? As a local resident, I would be concerned that the removal of these parking spaces could encourage people to park their cars in nearby estates, including my own, which is in very close proximity to Canal View. This would not be tenable, as spare parking capacity does not exist in Sallins Wood estate, as I’m certain it doesn’t in other estates in the area. Closure to vehicular traffic of the ramp leading to Canal View and Sherlockstown Road I would like it to be noted that I oppose in the strongest possible terms the proposed closure to vehicular traffic of the ramp off the northern end of the canal bridge, which leads to Canal View and Sherlockstown Road. I have been living in Sallins Wood estate for over 20 years and always use the ramp off the canal bridge to access the Sherlockstown Road. I consciously avoid the alternative which I believe to be too dangerous. This is because if I am driving from Naas I have to take a very sharp turn back on myself and then drive around the corner of Lock 13 Gastropub. Both that sharp turn right against oncoming traffic, followed by the sharp turn left around the corner of the pub are hazardous because that short stretch of road running parallel with the R407 is very narrow and at both the aforementioned turns one has to regularly contend with traffic coming from the opposite direction. The fact that there are car parking spaces along this stretch of road narrows it even further and makes it unsuitable for two-way traffic. It is the proverbial “accident waiting to happen”. Using the ramp is by far the safer option and testimony to this is the fact that the vast majority of vehicles use the ramp and not the alternative route. A Traffic Impact Assessment would demonstrate this. Closure to vehicular traffic of the ramp leading to Church Avenue and Kerdiffstown Road I also oppose the proposed closure to vehicular traffic of the ramp off the southern end of the canal bridge, which leads to Church Avenue and Kerdiffstown Road. This will result in all traffic having to access Church Avenue / Kerdiffstwon Road through Chapel Avenue. Chapel Avenue is a relatively narrow road with an acute 90 degree left turn directly opposite the church. Along this short stretch of road are located a playground, a church and a community centre. Most importantly however, if the proposal is implemented it will be the sole vehicular route to Sallins National School. Forcing all vehicles onto Chapel Avenue will likely lead to traffic getting backed up on the R407 from both Naas and Clane directions. Traffic Impact Assessment There was no reference in the project documentation to any Traffic Impact Assessment having been conducted with regards to the proposed closure of the two ramps either side of the canal bridge, leading to Sherlockstown Road and Kerdiffstown Road. I find this difficult to fathom. There is already considerable traffic congestion in the village at certain times of the day. Both of these roads carry a large volume of traffic, particularly Monday to Friday at peak times. The Sherlockstown Road is a favoured ‘rat run’ to access the M4 motorway via Straffan and Maynooth; the alternative being to travel via the M7, onto the M50 and then the M4, adding significant mileage and time to the journey. Church Avenue / Kerdiffstown Road is extremely busy when parents and children are going to and from Sallins National School. The proposal outlines in considerable detail the various measures that will be implemented to ensure the safety of pedestrians and cyclists using the Greenway who wish to traverse the R407 and rightly so, this is of paramount importance. However, what I find strange and quite worrisome is that there is absolutely no information whatsoever provided as to exactly what remedial measures, if any, will be implemented to ensure the continued safe passage of motorists who wish to travel east on the Sherlockstown Road and Kerdiffstown Road. Yours faithfully, Des O'Neill
KCC-C215-GCG-268	KCC-C215-GCG-268 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	objection to the proposed closure of both ramps (access to Kerdiffstown and Sherlockstown).	John McCarthy	To whom it may concern, Please find my objection to the proposed closure of both ramps (access to Kerdiffstown and Sherlockstown). ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. Having lived in Sallins all my life I am very familiar with the roads leading to, and from Sallins, and with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Avenue. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. I strongly oppose closing off the vehicular ramp to the Sherlockstown Road as this will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Yours faithfully, John Mc Carthy

KCC-C215-GCG-269	KCC-C215-GCG-269 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Maureen Fitzpatrick	A/Senior Executive Officer Strategic Projects and Public Realm Team, Housing and Regeneration Department Level 3 Kildare County Council Aras Chill Dara, Devoy Park, Naas Co. Kildare, W91 X77F 22nd February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church* Avenue. I would like it noted that I have an issue with the fact that there was not one mention of the farming community in these proposals. Farmers require access to both of these Slip Roads/Down Ramps for the carrying out of essential farming duties involving farm machinery. I truly believe it is a fundamental flaw of these proposals to completely ignore the essential farming community. In fact, I wholeheartedly believe that the closure of these two Slip Roads/Down Ramps would be detrimental to the fanning community. Would any of the engineers be able to concisely, and clearly explain to me how they would envisage the turning of a tractor, a combine harvester, even a trailer around the 3 acute turns onto and off Chapel A venue, or how any farm machinery would turn onto Sherlockstown via the sharp tum around Canal View ? For the record, I want it noted that it is incumbent upon Kildare County Council to assess what negative financial impact the closure of these Slip Roads would have on the numerous farmers in Sherlockstown, Staffan, Killeenmore, Kerdiffstown, Daars and surrounding areas. Whilst the Greenway is a superb addition to the area, surely it is contradictory to force commuters to spend excessive amounts of time, and money on fuel as they sit in traffic jams? Has anyone researched the impact of the increased volume of emissions as a result of the guaranteed traffic congestion which would arise if these proposals were to go ahead. Therefore, I urge you to take on board my objection to these proposals.
KCC-C215-GCG-270	KCC-C215-GCG-270 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Aisling McCarthy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas 15th February 2024 Co. Kildare, W91 X77F Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-271	KCC-C215-GCG-271 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	James McCarthy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-272	KCC-C215-GCG-272 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Gem McCarthy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-273	KCC-C215-GCG-273 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	James McCarthy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-274	KCC-C215-GCG-274 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Doireann McCarthy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-275	KCC-C215-GCG-275 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Tina McCarthy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-276	KCC-C215-GCG-276 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Margaret Masterson	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-277	KCC-C215-GCG-277 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Wiktor Buchacz	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-278	KCC-C215-GCG-278 Part 8 - Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Marta Karlowska	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-279	KCC-C215-GCG-279 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Dariusz Tomaszewski	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-280	KCC-C215-GCG-280 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Michal Adamczak	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-281	KCC-C215-GCG-281 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Hazel Freeman	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-282	KCC-C215-GCG-282 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Ewa Swiatek	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-283	KCC-C215-GCG-283 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Jolanta Buchacz	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-284	KCC-C215-GCG-284 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Elizabeth Fitzpatrick	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-285	KCC-C215-GCG-285 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Maureen Greene	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-286	KCC-C215-GCG-286 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Pat Greene	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-287	KCC-C215-GCG-287 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Mary Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-288	KCC-C215-GCG-288 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Mary Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-289	KCC-C215-GCG-289 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Anthony Cross	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-290	KCC-C215-GCG-290 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Sarah McCormack	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-291	KCC-C215-GCG-291 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Eamonn McCormack	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-292	KCC-C215-GCG-292 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Margaret McCormack	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-293	KCC-C215-GCG-293 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	John McCormack	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-294	KCC-C215-GCG-294 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	John Heffernan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-295	KCC-C215-GCG-295 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Rebecca McCormack	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-296	KCC-C215-GCG-296 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Robert Coffey	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-297	KCC-C215-GCG-297 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Katelynn Coffey	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-298	KCC-C215-GCG-298 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Rose Connolly	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-299	KCC-C215-GCG-299 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Brigid Hannigan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-300	KCC-C215-GCG-300 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Harold Hannigan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-301	KCC-C215-GCG-301 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Aidan O'Brien	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-302	KCC-C215-GCG-302 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	J Rawlins	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-303	KCC-C215-GCG-303 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sophie Courtney Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-304	KCC-C215-GCG-304 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Debbie Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-305	KCC-C215-GCG-305 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Kimberley Courtney Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-306	KCC-C215-GCG-306 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Hannah Rawlins	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-307	KCC-C215-GCG-307 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Josephine Dempsey	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-308	KCC-C215-GCG-308 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Eamonn Dempsey	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-309	KCC-C215-GCG-309 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Christine Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-310	KCC-C215-GCG-310 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Joan Hogan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-311	KCC-C215-GCG-311 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	J Cross	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-312	KCC-C215-GCG-312 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Margaret Cross	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-313	KCC-C215-GCG-313 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Karen Heffernan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-314	KCC-C215-GCG-314 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Mary Heffernan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-315	KCC-C215-GCG-315 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	P Kelleher	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-316	KCC-C215-GCG-316 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Cathryn Kelleher	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a topclass amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-317	KCC-C215-GCG-317 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Joan Talbot	Dear KCC team, *LOCATIONS I Theme: Part 8-Proposed Sallins Grand Canal Greenway Link Firstly, I wholeheartedly endorse the Greenway and the vibrancy it promises to bring to the village of Sallins. However in saying that, and as a home owner in a predominately residential area, I have some major concerns regarding the proposed changes. My objections arise from the existing issues of insufficient car parking, alongside safety, wellbeing and congestion concerns. While I acknowledge and support the green agenda, residents still have to live in the area. No mention of the residential aspect, only 'central commercial areas' mentioned on documentation: There appears to be no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel Avenue are predominately residential areas. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. It is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some homes along Canal View, including my own, are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie/ Department of Housing, Local Government & Heritage). However, the absence of acknowledgment regarding the residential nature of both sides of Canal View might create a misleading impression for the public. It's important to note that both Canal View and Chapel Avenue are predominantly residential areas. Has the emergency services been notified of these proposals, and the potential implications it may cause in the case of an emergency especially at peak times? Removal of 24 car parking spaces: I object to the removal of 24 car parking spaces. When I purchased my home I had a legitimate expectation that on street car parking would be available. Since my home was built back in c.1860-1900, there has always been ample on street parking available. The recent health check workshops, which we attended, conducted in 2023 clearly highlight the indispensable requirement for parking spaces along both sides of the Canal, Chapel Avenue & Main Street. These spaces are essential for residents, house boat residents along the canal, providing a fundamental necessity. Simultaneously, they are equally crucial for the operational needs of local businesses. I have invested a significant amount of money into my home, and the removal of car parking spaces would have a detrimental effect, not only to my wellbeing but also on my property value. Having to circle around looking for a car space late at night and weekends etc. is wrong on every level especially for the old and vulnerable. Shared public spaces: I object to shared open public spaces along Canal View. I certainly am opposed to congregations of people outside or around my property. Residents along Canal View should be allowed to enjoy the peacefully, enjoyment of our homes. As previously mentioned, certain homes along Canal View are recorded in the National Inventory of Architectural Heritage, dating back to the 1800s, highlighting the importance of preservation. Converting any area along the Canal into a shared public space may result in gatherings outside residences. Given the documented history of anti-social behaviour in the area, with An Garcia Siochana, this is not considered an ideal location. With several residences origins dating back to the 1800s, emphasizes the crucial need to preserve these historic residences. Objection to the No. 2 x vehicular ramps/ slip roads closures: I strongly object to the proposed pedestrianization of the two vehicular ramps/slip roads closures, specifically the slip road (ramp) off the R407 Clane Road leading down onto Canal View/ Kerdiffstown Road and the slip road (ramp) off the R407 Clane Road leading down onto Canal View/ Sherlockstown Road. I have grave concern about the potential traffic congestion and accessing my home, resulting from closing off the (ramps) slip roads down onto Canal View. Consideration must also be given to health and safety concerns. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View where proposing to close off the two vehicular ramps, poses challenges. The enclosed area on Canal view (Kerdiffstown side) would restrict manoeuvrability, leaving them with no option but to reverse to exit the area. Similar issues arise on the Sherlockstown Road side of the canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. Oil deliveries, refuse collection for homes etc. also have to be taken into consideration. I am particularly troubled by the challenges posed by heavy two-way traffic, especially the difficulty of making a left turn towards Naas direction from the corner of Canal View onto the R407 (Sherlockstown side). This manoeuvre would necessitate crossing over an already existing cycle line, raising additional safety considerations. A significant amount of cars utilized these ramps daily to

				access other routes, school, church, playground etc. Closing these ramps would undoubtedly lead to chaos and pose safety risks in alternative locations. View 4 - 'Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community: I suppo1t the re-opening of the corner located at Canal View leading onto Main Street R407 (currently closed off for a trial period). The closure of this comer, in addition to the removal of previous car spaces off the main street, particularly during peak times, has resulted in significant congestion & safety concerns in the area. The said corner appears to be inaccurately named as Church Avenue, as indicated on plan, View 4. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village Objection to -Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 The existing dangerous junction at the train station on Main Street, where people have to swing wide to turn towards Naas direction, combined with a set of pedestrian Lights, is already a cause for concern. Additionally, the proposed installation of two additional sets of traffic lights on either side of the Canal bridge adds further complexities to the traffic flow. The existing hazardous junction at the train station on Main Street (R407), where indjviduals need to swing wide to tum towards Naas direction, along with a set of pedestrian lights, is already a significant concern. Additionally, the proposed inclusion of two additional sets of traffic lights on either side of the Canal bridge, combined with redirecting traffic around the corner of Lock 13 and onto Chapel A venue, would undoubtedly lead to utter mayhem in the area. Inaccuracies of street names & ramps on the plans: It appears the temporary closure of the corner of Canal View leading onto the main Street (R407) is incorrectly named, causing ambiguity for the public. Ref plan View 4- 'Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community' _ 'Closure of vehicular ramp at R407 junction with Church A venue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles' appears to be also incorrectly named. In summary the existing proposals, if implemented unchanged, would adversely affect the peaceful enjoyment of residential homes and significantly impact the trade of local businesses. These developments should not compromise the well-being of the community. While I endorse the enhancement of Sallins, it is imperative that such progress does not come at the cost of residents’ homes and the prosperity of local businesses. I implore the council to reassess the current plans and embrace the suggested solutions to safeguard the vitality and safety of Sallins Village, particularly for those directly affected by these changes. RECOMMENDATIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. These car parking spaces are invaluable to residents and local businesses. Residents and local businesses have lobbied for many years now, alongside our locally elected representatives for which we are grateful, to retain car parking spaces in the village. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog to cross the R407 safely & at the Gala respectively. There is also a brand new bridge for pedestrians and cyclists to cross the canal. 3. Existing vehicular ramps / slip roads down onto both sides of Canal View to be left as is. 4. Open Public Spaces; Purchase or acquire Derelicts Sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 5. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 6. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 7. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. ‘Closure of vehicular ramp at R407 junction with Church Avenue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles’ appears to be also incorrectly named. It appears the above areas are incorrectly named, this area is known as Canal View & requires rectification for transparency purposes to members of the public. 8. Reopen the corner of Canal View onto Main Street (temporarily closed), with a left turn only. Safety railing waist height be installed around the pathway / corner for public safety. Installations of bollards on stretch of road directly at junction on R407 main Street, to prevent vehicles turning right. Thank you for considering my objections and recommendations.

KCC-C215-GCG-318	KCC-C215-GCG-318 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Francis Lyons	Dear KCC team, *LOCATIONS I Theme: Part 8-Proposed Sallins Grand Canal Greenway Link Firstly, I wholeheartedly endorse the Greenway and the vibrancy it promises to bring to the village of Sallins. However in saying that, and as a home owner in a predominately residential area, I have some major concerns regarding the proposed changes. My objections arise from the existing issues of insufficient car parking, alongside safety, wellbeing and congestion concerns. While I acknowledge and support the green agenda, residents still have to live in the area. No mention of the residential aspect, only 'central commercial areas' mentioned on documentation: There appears to be no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel Avenue are predominately residential areas. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. It is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some homes along Canal View, including my own, are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie/ Department of Housing, Local Government & Heritage). However, the absence of acknowledgment regarding the residential nature of both sides of Canal View might create a misleading impression for the public. It's important to note that both Canal View and Chapel Avenue are predominantly residential areas. Has the emergency services been notified of these proposals, and the potential implications it may cause in the case of an emergency especially at peak times? Removal of 24 car parking spaces: I object to the removal of 24 car parking spaces. When I purchased my home I had a legitimate expectation that on street car parking would be available. Since my home was built back in c.1860-1900, there has always been ample on street parking available. The recent health check workshops, which we attended, conducted in 2023 clearly highlight the indispensable requirement for parking spaces along both sides of the Canal, Chapel Avenue & Main Street. These spaces are essential for residents, house boat residents along the canal, providing a fundamental necessity. Simultaneously, they are equally crucial for the operational needs of local businesses. I have invested a significant amount of money into my home, and the removal of car parking spaces would have a detrimental effect, not only to my wellbeing but also on my property value. Having to circle around looking for a car space late at night and weekends etc. is wrong on every level especially for the old and vulnerable. Shared public spaces: I object to shared open public spaces along Canal View. I certainly am opposed to congregations of people outside or around my property. Residents along Canal View should be allowed to enjoy the peacefully, enjoyment of our homes. As previously mentioned, certain homes along Canal View are recorded in the National Inventory of Architectural Heritage, dating back to the 1800s, highlighting the importance of preservation. Converting any area along the Canal into a shared public space may result in gatherings outside residences. Given the documented history of anti-social behaviour in the area, with An Garcia Siochana, this is not considered an ideal location. With several residences origins dating back to the 1800s, emphasizes the crucial need to preserve these historic residences. Objection to the No. 2 x vehicular ramps/ slip roads closures: I strongly object to the proposed pedestrianization of the two vehicular ramps/slip roads closures, specifically the slip road (ramp) off the R407 Clane Road leading down onto Canal View/ Kerdiffstown Road and the slip road (ramp) off the R407 Clane Road leading down onto Canal View/ Sherlockstown Road. I have grave concern about the potential traffic congestion and accessing my home, resulting from closing off the (ramps) slip roads down onto Canal View. Consideration must also be given to health and safety concerns. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View where proposing to close off the two vehicular ramps, poses challenges. The enclosed area on Canal view (Kerdiffstown side) would restrict manoeuvrability, leaving them with no option but to reverse to exit the area. Similar issues arise on the Sherlockstown Road side of the canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. Oil deliveries, refuse collection for homes etc. also have to be taken into consideration. I am particularly troubled by the challenges posed by heavy two-way traffic, especially the difficulty of making a left turn towards Naas direction from the corner of Canal View onto the R407 (Sherlockstown side). This manoeuvre would necessitate crossing over an already existing cycle line, raising additional safety considerations. A significant amount of cars utilized these ramps daily to

			access other routes, school, church, playground etc. Closing these ramps would undoubtedly lead to chaos and pose safety risks in alternative locations. View 4 - 'Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community: I suppo1t the re-opening of the corner located at Canal View leading onto Main Street R407 (currently closed off for a trial period). The closure of this comer, in addition to the removal of previous car spaces off the main street, particularly during peak times, has resulted in significant congestion & safety concerns in the area. The said corner appears to be inaccurately named as Church Avenue, as indicated on plan, View 4. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village Objection to -Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 The existing dangerous junction at the train station on Main Street, where people have to swing wide to turn towards Naas direction, combined with a set of pedestrian Lights, is already a cause for concern. Additionally, the proposed installation of two additional sets of traffic lights on either side of the Canal bridge adds further complexities to the traffic flow. The existing hazardous junction at the train station on Main Street (R407), where indjviduals need to swing wide to tum towards Naas direction, along with a set of pedestrian lights, is already a significant concern. Additionally, the proposed inclusion of two additional sets of traffic lights on either side of the Canal bridge, combined with redirecting traffic around the corner of Lock 13 and onto Chapel A venue, would undoubtedly lead to utter mayhem in the area. Inaccuracies of street names & ramps on the plans: It appears the temporary closure of the corner of Canal View leading onto the main Street (R407) is incorrectly named, causing ambiguity for the public. Ref plan View 4- 'Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community' _ 'Closure of vehicular ramp at R407 junction with Church A venue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles' appears to be also incorrectly named. In summary the existing proposals, if implemented unchanged, would adversely affect the peaceful enjoyment of residential homes and significantly impact the trade of local businesses. These developments should not compromise the well-being of the community. While I endorse the enhancement of Sallins, it is imperative that such progress does not come at the cost of residents’ homes and the prosperity of local businesses. I implore the council to reassess the current plans and embrace the suggested solutions to safeguard the vitality and safety of Sallins Village, particularly for those directly affected by these changes. RECOMMENDATIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. These car parking spaces are invaluable to residents and local businesses. Residents and local businesses have lobbied for many years now, alongside our locally elected representatives for which we are grateful, to retain car parking spaces in the village. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog to cross the R407 safely & at the Gala respectively. There is also a brand new bridge for pedestrians and cyclists to cross the canal. 3. Existing vehicular ramps / slip roads down onto both sides of Canal View to be left as is. 4. Open Public Spaces; Purchase or acquire Derelicts Sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 5. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 6. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 7. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. ‘Closure of vehicular ramp at R407 junction with Church Avenue to remove a dangerous conflict collision zone between vulnerable road users and motorised vehicles’ appears to be also incorrectly named. It appears the above areas are incorrectly named, this area is known as Canal View & requires rectification for transparency purposes to members of the public. 8. Reopen the corner of Canal View onto Main Street (temporarily closed), with a left turn only. Safety railing waist height be installed around the pathway / corner for public safety. Installations of bollards on stretch of road directly at junction on R407 main Street, to prevent vehicles turning right. Thank you for considering my objections and recommendations.

KCC-C215-GCG-320	KCC-C215-GCG-320 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Magdalena Barwinska	Dear KCC team, Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407
KCC-C215-GCG-321	KCC-C215-GCG-321 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Abigail Collins	Dear KCC team, Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407

KCC-C215-GCG-322	KCC-C215-GCG-322 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Violette Keynes	Dear KCC team, Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407
KCC-C215-GCG-323	KCC-C215-GCG-323 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Hanna Barwinska	Dear KCC team, Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407

KCC-C215-GCG-324	KCC-C215-GCG-324 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Glenn Lennox	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue arc predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business's needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-325	KCC-C215-GCG-325 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Patrick Troy	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue arc predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business's needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-326	KCC-C215-GCG-326 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Gillian Lennox	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. 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KCC-C215-GCG-327	KCC-C215-GCG-327 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Sandra Troy	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. 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KCC-C215-GCG-328	KCC-C215-GCG-328 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Alan Cullen	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. 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KCC-C215-GCG-329	KCC-C215-GCG-329 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Sarrat Bennett	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. 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KCC-C215-GCG-330	KCC-C215-GCG-330 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Catherine Bennett	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. 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KCC-C215-GCG-331	KCC-C215-GCG-331 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Polly Lennox	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. 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KCC-C215-GCG-332	KCC-C215-GCG-332 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Darren Lennox	Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View 1, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View 1, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Aveue etc., only central commercial areas mentioned which could be seen as misleading. 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Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of 24 valuable car parking spaces. The recent health check workshops carried out in 2023. clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs to local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business's needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-335	KCC-C215-GCG-335 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Brendan Whelan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-336	KCC-C215-GCG-336 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sorcha Ni Dhomhill	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-337	KCC-C215-GCG-337 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Anne Behan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-338	KCC-C215-GCG-338 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Shelly Kirwan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-339	KCC-C215-GCG-339 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Hollie Kinsalla	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-340	KCC-C215-GCG-340 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Marianne Gunnigan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-341	KCC-C215-GCG-341 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Monica Farrell	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-342	KCC-C215-GCG-342 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Rachel Deane	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-343	KCC-C215-GCG-343 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	B Flynn	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-344	KCC-C215-GCG-344 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	F Dwyer	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-345	KCC-C215-GCG-345 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	A Brennan	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-347	KCC-C215-GCG-347 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	A Lennon	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-348	KCC-C215-GCG-348 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Eamonn Hegarty	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-349	KCC-C215-GCG-349 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Cormac Doyle	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-350	KCC-C215-GCG-350 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	M Hulgraine	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-351	KCC-C215-GCG-351 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Murt Kelly	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-354	KCC-C215-GCG-354 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Jemma Reumkens	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-356	KCC-C215-GCG-356 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	David Chawke	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-358	KCC-C215-GCG-358 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Brian Naughton	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-359	KCC-C215-GCG-359 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Fiona Dillon	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-360	KCC-C215-GCG-360 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Ciara Dunne	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-361	KCC-C215-GCG-361 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Ann and Harry Pender	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-362	KCC-C215-GCG-362 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	M Costello	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-363	KCC-C215-GCG-363 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Edward O’Toole Jnr	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-364	KCC-C215-GCG-364 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Imelda Hoary	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-365	KCC-C215-GCG-365 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Lousie Tobin	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-366	KCC-C215-GCG-366 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Siobhan Beahan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-367	KCC-C215-GCG-367 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Conor Duff	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-368	KCC-C215-GCG-368 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Ciaran Duff	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-369	KCC-C215-GCG-369 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Paul Masterson	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-370	KCC-C215-GCG-370 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Tom and Mary Cross	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-371	KCC-C215-GCG-371 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Jacqueline Mendoncaalves	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-372	KCC-C215-GCG-372 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Stephen Kelly	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-373	KCC-C215-GCG-373 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Robert Dunne	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-374	KCC-C215-GCG-374 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Bridie Nolan	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-375	KCC-C215-GCG-375 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	D Grimes	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-376	KCC-C215-GCG-376 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Caroline O'Brien	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-378	KCC-C215-GCG-378 Withdrawn	Withdrawn	Withdrawn author	
KCC-C215-GCG-379	KCC-C215-GCG-379 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Catherine Trowinsky	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-380	KCC-C215-GCG-380 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Daniel Piare	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-381	KCC-C215-GCG-381 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Daniel Kane	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-382	KCC-C215-GCG-382 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sean Gaines	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-383	KCC-C215-GCG-383 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Maria Johnson	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-384	KCC-C215-GCG-384 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Ciara Timmons	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-385	KCC-C215-GCG-385 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Vincent Timmons	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-386	KCC-C215-GCG-386 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	B Forster	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-387	KCC-C215-GCG-387 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Donal Fennelly	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-388	KCC-C215-GCG-388 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Joseph Lennox	I want to express my full support for the Greenway initiative and the positive impact it could have on the village of Sallins. However, as a resident of Chapel Avenue, I have some concerns regarding the proposed changes, particularly regarding insufficient car parking, safety issues, and congestion concerns in a residential area. I am surprised however that no Traffic Impact Assessment was conducted for this proposed development, considering the significant traffic congestion already present in the village. Removal of 24 car parking spaces: I oppose the removal of 24 car parking spaces. The removal of parking spaces would exacerbate parking problems for residents and businesses alike. These spaces are not only essential for residents' well-being but also for the operational needs of local businesses. Moreover, the lack of consideration for elderly and vulnerable residents' access to parking is troubling. When we purchased our home, we had a legitimate expectation of on-street parking availability. However, due to various projects implemented by KCC in the area, the previous removal of car spaces from the main street, planning permission, new businesses etc. parking has become extremely challenging for residents, by forcing people to park in already congested areas. The recent health check workshops conducted in 2023 emphasized the crucial need for parking spaces along both sides of the Canal, Chapel Avenue, and Main Street. These spaces are not only essential for residents and houseboat residents but also for the operational needs of local businesses. Many of us have invested significantly in our homes, and the removal of car parking spaces would not only impact our well-being but also our property values. Having to search for parking late at night or on weekends is unfair, especially for older and vulnerable residents. Everyone should have the right to peaceful enjoyment of their homes along with convenient access to parking. While we understand the government's targets for emissions reduction and addressing climate change, it's essential to review current bylaws and consider implementing paid parking along the canal to limit the influx of unwanted cars. Experiencing altercations and verbal abuse due to current bylaws, underscores the need to address safety concerns in the community. Incidents of anti-social behaviour in the area, highlight the importance of identifying suitable car parking locations for accessible and secure access. Ensuring the safety of residents and employees accessing their cars, particularly in poorly lit and hidden spaces at night, is a valid concern. Implementing solutions to address these safety issues is crucial for creating a secure and comfortable environment for everyone in the community. In a democratic society, it is fundamental for Kildare County Council to consider our concerns, safety, rights, and well-being. Policies and decisions should prioritize the needs and welfare of residents in the heart of the community. Denying long-standing, elderly, and vulnerable residents access to basic car parking spaces is unjustifiable. Objection to the No. 2 x vehicular ramps/ slip roads closures: Furthe1more, I strongly oppose the proposed closure of two vehicular ramps/slip roads. These closures would not only exacerbate traffic congestion but also present challenges for emergency services and essential services such as oil deliveries, refuse collection etc. Moreover, inaccuracies in street names on plans contribute to the confusion s1mounding these proposals. I am deeply concerned about the potential increase in traffic congestion, particularly in accessing my home on Chapel Avenue due to the closure of these two ramps. There are also significant health and safety concerns. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue onto Canal View poses significant challenges. The enclosed area on the Kerdiffstown side of Canal View would limit manoeuvrability, leaving emergency vehicles with no choice but to reverse to exit the area. Similar challenges exist on the Sherlockstown Road side of the canal, where fire trucks, in particular, face difficulties manoeuvring around a sharp corner. These obstacles could introduce avoidable delays during emergency situations. I am particularly troubled by the challenges posed by heavy two-way traffic, especially the difficulty of making a left turn towards Naas direction, from the corner of Canal View onto the R407 (Sherlockstown side). This manoeuvre would require crossing over an existing cycle line, raising additional safety concerns. A significant number of vehicles use these ramps daily to access various routes, including the school, church, playground, homes etc. Closing these ramps would undoubtedly lead to chaos and pose safety risks in alternative locations. Two recent studies were conducted on these two vehicular ramps/slip roads. One study on the morning of January 29, 2024, covering a limited 2.5-hour period, revealed that 381 vehicles accessed Kerdiffstown Road and 419 vehicles accessed Sherlockstown Road via these ramps. The second study, conducted on February 14, 2024, during the same timeframe, showed that 309 vehicles accessed Kerdiffstown Road, while 238 accessed Sherlockstown Road via the ramps, despite it being the mid-term break. Considering the 309 vehicles using the Kerdiffstown side alone and an

			additional 115 vehicles accessed via Chapel Avenue, there could potentially be 424 vehicles navigating this small road with sharp corners. This is where a playground, community hall and church are situated, but most importantly is also a children's school route. View 4 -Objection - 'Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village commnnty I oppose the closure of the corner at Canal View (Church Avenue) leading onto Main Street R407. The closure of this corner to the public, on a trial basis, coupled with the removal of previous car spaces from the main street, has caused significant congestion and safety concerns in the area, especially during peak times. Additionally, it's worth noting that the corner appears to be inaccurately named as Church Avenue, as indicated on plan View 4. It seems entirely illogical to close off a road that forces vehicles to slow down to a snail's pace in order to navigate the acute-angled, nan-ow corner. I am against the proposal to establish shared open public spaces along Canal View. I strongly oppose the notion of people gathering outside residents' homes. Those living on Canal View should be able to enjoy the tranquillity of their homes, especially considering that many have invested their life savings into them. Certain homes along Canal View are listed in the National Inventory of Architectural Heritage, dating back to the 1800s, highlighting the importance of preservation. Converting any part of Canal View into a shared public space may lead to gatherings outside residences. Given the documented history of anti- social behaviour in the area, as reported to An Garda Siochana, whilst I agree that public shared spaces are fantastic amenities in general, this location is not suitable for such activities. The fact that these homes are listed underscores the need to preserve these historic residences. The idea of pedestrianizing this area and the potential for people to gather outside homes is inconceivable, and the stress it would cause is unacceptable. It is crucial to maintain the historical street landscape and listed buildings while addressing concerns about anti-social behaviour. Implementing measures such as improved lighting, security cameras, and community policing could help deter unwanted behaviour without compromising parking spaces or altering the street's character. No mention of the residential aspect, only 'central commercial areas' mentioned on documentation: There is a concerning lack of recognition regarding the residential aspect of the affected areas on documentation provided to the public by KCC. It's crucial to highlight that both Canal View and Chapel Avenue predominantly consist of residential properties, residents vastly outnumber businesses in the area. However, the absence of acknowledgment regarding the residential nature of both sides of Canal View could create a misleading impression for the public. Objection to -Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 The current hazardous junction at the train station on Main Street (R407), where drivers must manoeuvre wide to turn towards Naas, compounded by pedestrian lights, is already a source of worry. Furthermore, the suggested installation of two more sets of traffic lights on each side of the Canal bridge would exacerbate traffic flow complexities. Moreover, the proposed addition of two more sets of traffic lights on each side of the Canal bridge, coupled with redirecting traffic around the corner of Lock 13 onto Chapel Avenue, would inevitably lead to mayhem in the area. General observation: I've observed that certain submissions have suggested the removal of car parking spaces and the loading bay from Chapel Avenue. It's worth noting that Chapel Avenue predominantly serves as a residential area, a fact that might be overlooked by these parties, no fault of their own. As homeowners, many of us have invested substantially in our properties. The two existing car parks in the vicinity operate on a pay-and-display basis and tend to reach capacity swiftly, particularly during events like funerals, weddings, community events, regular activities at the local community hall, local businesses patrons, takeaway customers etc. This congestion worsens during evenings and weekends. Additionally, these car parks are poorly lit, secluded, and regrettably associated with historical antisocial behaviour, rendering them unsuitable for residents' use. Removing these parking spaces could also hinder our ability to transition to electric vehicles. Introducing anything visually unappealing near our homes, which might diminish their aesthetic appeal or make us feel confined, is undesirable. Prioritizing the well- being of residents is crucial within our community. Summary: In summary, the current proposals, if implemented without changes, would negatively impact the peaceful living of residents and significantly affect local businesses' trade. These developments should not compromise the community's well-being. While I support Sallins' enhancement and visitors to the area, it's crucial that progress doesn't come at the expense of residents' homes and local businesses' prosperity, I urge the council to review the current plans and adopt solutions to preserve the vitality and safety of Sallins Village; especially for those directly affected by these changes. Prioritizing the enactment of bylaw to regulate access to the area and implementing modern traffic management measures for 24-hour free movement are essential. This proactive approach can effectively address some traffic concerns. It appears that some may not fully grasp the challenges residents face due to existing bylaws, leading to chaotic situations during evenings and weekends; Raising awareness of these issues is vital for finding effective solutions that prioritize community well-being. While welcoming visitors to the village is important it's equally essential to prioritize the rights of residents and local businesses in decision-making. Balancing the needs of all stakeholders ensures a harmonious and sustainable community environment.

KCC-C215-GCG-389	KCC-C215-GCG-389 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Flona Murphy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-390	KCC-C215-GCG-390 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Marie O’Toole	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-391	KCC-C215-GCG-391 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	G P Conway	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-392	KCC-C215-GCG-392 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Anne Murphy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-393	KCC-C215-GCG-393 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Martin Peacock	Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-394	KCC-C215-GCG-394 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	G Fitzpatrick	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-395	KCC-C215-GCG-395 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Edel Dempsey Nugent	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-396	KCC-C215-GCG-396 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	S Christian	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-397	KCC-C215-GCG-397 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Alan Brunkard	1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. We have been advised by KCC that NO traffic impact assessment was carried out. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority. PROPOSED SOLUTIONS 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-398	KCC-C215-GCG-398 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Michele Brady	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-399	KCC-C215-GCG-399 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Jelena Doncic	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. 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Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800’s & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration as a priority.

				RECOMMENDATIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.
KCC-C215-GCG-400	KCC-C215-GCG-400 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Niall Shanley	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. As sited above the health check workshops conducted in 2023 unequivocally underscore the vital need for parking spaces in these areas. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins.

				5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration as a priority. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angle, side by side. These car parking spaces are invaluable to residents and local businesses. Residents and local businesses have lobbied for many years now, alongside our locally elected representatives to retain car parking spaces in the village. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). Further examples in the vicinity are Kileen bridge, Posonby bridge and Ardclough bridge all of which have the Greenway passing through underneath, the pathway narrows to .c4/5 ft. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog on the Main street to cross the R407 safely or at the Gala respectively. There is also a brand new bridge installed which opened recently down near the school for pedestrians and cyclists to cross the canal. 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 6. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. It appears this corner is incorreccted names, this area is known as Canal View and requires rectification for transparency purposes to members of the public. We fully support the re-opening of this corner with a left turn only. Thank you for considering my objections and recommendations.

KCC-C215-GCG-401	KCC-C215-GCG-401 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Antoinette Rooney	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. I oppose closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, to elevate traffic congestion, allowing vehicles to turn left only. By placing bollards in the centre of the road on the Main Street (R407) at the exit point, will prevent vehicles turning right onto the R407. Installation of a railing waist height on the footpath around the said corner, to protect pedestrians while walking. When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. 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Further examples in the vicinity are Kileen bridge, Posonby bridge and Ardclough bridge all of which have the Greenway passing through underneath, the pathway narrows to .c4/5 ft. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog on the Main street to cross the R407 safely or at the Gala respectively. There is also a brand new bridge installed which opened recently down near the school for pedestrians and cyclists to cross the canal. 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. 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KCC-C215-GCG-402	KCC-C215-GCG-402 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	D. Rqjme	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. 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Further examples in the vicinity are Kileen bridge, Posonby bridge and Ardclough bridge all of which have the Greenway passing through underneath, the pathway narrows to .c4/5 ft. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog on the Main street to cross the R407 safely or at the Gala respectively. There is also a brand new bridge installed which opened recently down near the school for pedestrians and cyclists to cross the canal. 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 6. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. It appears this corner is incorrected names, this area is known as Canal View and requires rectification for transparency purposes to members of the public. Thank you for considering my objections and recommendations.

KCC-C215-GCG-403	KCC-C215-GCG-403 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Patrick Fitzsimons	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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When the site at Odlums opens up, and if this corner remains closed, traffic trying to gain access off Church Avenue onto the Main Street (R407) will become an impossibility. This corner appear to be incorrect named as Church Avenue on View 4. For clarification purposed this should be amended as it could be seen as misleading. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights at Lidl, in addition to a dangerous junction when exiting the train station (especially when turning left towards Naas direction, whereby you have no option other then to swing wide), all within close proximity of each other already. With the proposal of two additional sets of traffic lights on either side of the Canal Bridge is actually unbelievable. 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KCC-C215-GCG-404	KCC-C215-GCG-404 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Monika Sulkowslo	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. 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KCC-C215-GCG-405	KCC-C215-GCG-405 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Marta Dyzewska	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-406	KCC-C215-GCG-406 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Claire Dalton	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-407	KCC-C215-GCG-407 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Joseph O'Loughlin	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-408	KCC-C215-GCG-408 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Shane O’Riordan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. These car parking spaces are invaluable to residents and local businesses. Residents and local businesses have lobbied for many years now, alongside our locally elected representatives to retain car parking spaces in the village. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). Further examples in the vicinity are Kileen bridge, Posonby bridge and Ardclough bridge all of which have the Greenway passing through underneath, the pathway narrows to .c4/5 ft. Cyclist and pedestrians could use the existing pedestrian crossing located at Pizza Dog on the Main street to cross the R407 safely or at the Gala respectively. There is also a brand new bridge installed which opened recently down near the school for pedestrians and cyclists to cross the canal. 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. 6. Plan View 4 – ‘Make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community’. It appears this corner is incorrected names, this area is known as Canal View and requires rectification for transparency purposes to members of the public. Thank you for considering my objections and recommendations.

KCC-C215-GCG-409	KCC-C215-GCG-409 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Clare Shanley	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. 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KCC-C215-GCG-410	KCC-C215-GCG-410 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Monika Leojnet	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-411	KCC-C215-GCG-411 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Anita Campbell	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. 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Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). 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If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-412	KCC-C215-GCG-412 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Aubrey Park	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-413	KCC-C215-GCG-413 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Joan Grut	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-414	KCC-C215-GCG-414 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Daniel O'Dowd	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other already. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-415	KCC-C215-GCG-415 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Margaret Cully	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-416	KCC-C215-GCG-416 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Aistu Lidemiuk	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other already. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800’s & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration as a priority. RECOMMENDATIONS:

				1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.
KCC-C215-GCG-417	KCC-C215-GCG-417 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Brendan Murphy	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-418	KCC-C215-GCG-418 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Yunn Barry	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. 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I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-419	KCC-C215-GCG-419 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Martin Murphy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-420	KCC-C215-GCG-420 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Siobhan Hardt	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby

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KCC-C215-GCG-421	KCC-C215-GCG-421 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Philomena Kerduff	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, safety, wellbeing & mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes.

KCC-C215-GCG-422	KCC-C215-GCG-422 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	William Murphy	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-423	KCC-C215-GCG-423 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Harry Grainger	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be

				taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.
KCC-C215-GCG-424	KCC-C215-GCG-424 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Jerry Forster	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-425	KCC-C215-GCG-425 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Lynda Mooney	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-426	KCC-C215-GCG-426 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Anna Reumkens	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-427	KCC-C215-GCG-427 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Kevin Park	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-428	KCC-C215-GCG-428 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Michelle Kavanagh	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-429	KCC-C215-GCG-429 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	James Collins	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-430	KCC-C215-GCG-430 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Dale Brady	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-431	KCC-C215-GCG-431 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Liam Kennedy	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-432	KCC-C215-GCG-432 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Scott Brady	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-433	KCC-C215-GCG-433 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Bobby Mulvey	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-434	KCC-C215-GCG-434 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Bill Farrell	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-435	KCC-C215-GCG-435 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Aoife Cormac	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-436	KCC-C215-GCG-436 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	Sheldon Chamney	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-437	KCC-C215-GCG-437 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Will Buggle	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-438	KCC-C215-GCG-438 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Glenda McGovern	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-439	KCC-C215-GCG-439 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Maria Johnson Connolly	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-440	KCC-C215-GCG-440 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Laura Pestova	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-441	KCC-C215-GCG-441 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Tim Connolly	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-442	KCC-C215-GCG-442 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Sara Cubero	Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-443	KCC-C215-GCG-443 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Audrey Brangan	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note, there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-444	KCC-C215-GCG-444 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Margaret Winders	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. 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I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-445	KCC-C215-GCG-445 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Edward Hoare	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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Canal View and Chapel Avenue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-446	KCC-C215-GCG-446 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Fran Hennessy	. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, safety, wellbeing & mental health should also be taken into consideration PROPOSED SOLUTIONS 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angle, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel Avenue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. 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KCC-C215-GCG-447	KCC-C215-GCG-447 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Noreen Murphy	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-448	KCC-C215-GCG-448 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Catriona Ni Bhriain	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. 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KCC-C215-GCG-449	KCC-C215-GCG-449 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Ciaran Grainger	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-450	KCC-C215-GCG-450 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Sara Epstein O'Dowd	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-451	KCC-C215-GCG-451 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Ann O'Connor	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-452	KCC-C215-GCG-452 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Tijana Stupar	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. 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I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. 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KCC-C215-GCG-454	KCC-C215-GCG-454 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Chigozie Anyanwu	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations & pose potential danger to life & limb. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. 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KCC-C215-GCG-457	KCC-C215-GCG-457 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Fionnuala Reilly	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel A venue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. 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KCC-C215-GCG-458	KCC-C215-GCG-458 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Nadia Kirwan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-459	KCC-C215-GCG-459 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Fran O'Brien	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-460	KCC-C215-GCG-460 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Alicia Kirwan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-461	KCC-C215-GCG-461 Withdrawn	Withdrawn	Withdrawn author	
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KCC-C215-GCG-463	KCC-C215-GCG-463 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Slav Lureuf	Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. 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Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this comer is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. 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Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-469	KCC-C215-GCG-469 'Part 8 Proposed Sallins Grand Canal Greenway Link'	Part 8 Proposed Sallins Grand Canal Greenway Link	Valdimar Lumy	Dear KCC team, *LOCATIONS / Theme: Part 8 - Proposed Sallins Grand Canal Greenway Link Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business' needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. Similar issues arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp corner. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. People in the effected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Purchase the Derelict Site located in the village centre. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-470	KCC-C215-GCG-470 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eddie Kirwan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-471	KCC-C215-GCG-471 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Kenneth Duff	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-472	KCC-C215-GCG-472 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Shelly Kirwan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-473	KCC-C215-GCG-473 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Laura Behan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-474	KCC-C215-GCG-474 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Sarah Behan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-475	KCC-C215-GCG-475 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Lorraine Behan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-476	KCC-C215-GCG-476 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eoghan O'Connell	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-477	KCC-C215-GCG-477 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Blathnaid Redmond	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-478	KCC-C215-GCG-478 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Warren Kelly	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-479	KCC-C215-GCG-479 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Lauren Roker	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-480	KCC-C215-GCG-480 Part 8 Proposed Sallins Grand Canal Greenway Link		Noreen Gargan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-481	KCC-C215-GCG-481 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Triona Hayes Finn	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-482	KCC-C215-GCG-482 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Jo O'Sullivan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-483	KCC-C215-GCG-483 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	John O'Brien	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-484	KCC-C215-GCG-484 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Paul O'Brien	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-485	KCC-C215-GCG-485 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Joseph Nolan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-486	KCC-C215-GCG-486 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Andrew Gorman	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-487	KCC-C215-GCG-487 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Wayne Hogan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-488	KCC-C215-GCG-488 ‘Part 8 Proposed Sallins Grand Canal Greenway Link’	Part 8 Proposed Sallins Grand Canal Greenway Link	M Grant	Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-489	KCC-C215-GCG-489 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Canalside Residents and Business	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-491	KCC-C215-GCG-491 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	John Bolger	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-492	KCC-C215-GCG-492 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Trina Hogan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-493	KCC-C215-GCG-493 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Niall Carroll	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-494	KCC-C215-GCG-494 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Michael Tobin	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-495	KCC-C215-GCG-495 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eileen Dunne	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-496	KCC-C215-GCG-496 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Jane Eleanor Naughton	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-497	KCC-C215-GCG-497 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Finnella Naughton	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-498	KCC-C215-GCG-498 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Dean Naughton	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-499	KCC-C215-GCG-499 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Gavin Lennox	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View I, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View I, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023, clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs of local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-500	KCC-C215-GCG-500 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Pauline Murphy	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View I, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View I, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023, clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs of local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Fornier Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-501	KCC-C215-GCG-501 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Eoin Flanagan	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View I, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View I, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023, clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs of local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-502	KCC-C215-GCG-502 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Sophie Lennox	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Department, Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F Dear KCC team, Firstly I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have major concerns as outlined below. LOCATIONS /Theme: Part 8 -Proposed Sallins Grand Canal Greenway link Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road {Ref plans-View I, View 2 & View 3}. Canal bridge No. 2 x vehicular ramps/ slip roads closures (ref plan View I, Ramp Elevation 2) & re-opening of the corner of Canal View leading onto Main Street (ref plan View 4). No mention of the Residential aspect along Canal View/ Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. I vehemently oppose the proposed pedestrianisation of the vehicular ramps / slip roads closures (slip road off the R407 Clane Road. leading down onto Canal View/ Kerdiffstown Road & the slip road off the R407 Clane Road, leading down onto Canal View/ Sherlockstown Road). I strongly agree to the re-opening of the corner located at Canal View leading onto the Main Street R407 (currently closed off for a trial period). The said comer is incorrectly named as Church Avenue, ref Plan View 4 My objections stem from safety and congestion concerns, particularly the challenges posed by heavy two-way traffic manoeuvring wide from the comer of Canal View onto the R407 (Sherlockstown side). There are also safety and congestion issues along Chapel Avenue. which is already congested, impacting a playground and school childrens route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume in the area. Pedestrianizing the vehicular ramps/ slip roads would only divert traffic onto Chapel Avenue, exacerbating an already congested area during peak times and also along the corner of Canal View (Sherlockstown side) Additionally, I vehemently oppose the removal of24 valuable car parking spaces. The recent health check workshops carried out in 2023, clearly indicates the essential need for parking spaces along both sides of the Canal, & Chapel Avenue. These spaces are fundamental for residents, service as a basic necessity to enable them to enjoy the peaceful quite enjoyment of their homes, and they are equally crucial for the needs of local businesses. There is no mention of the Residential aspect of both sides of Canal View which could be portrayed as misleading to the public. Both Canal View & Chapel Avenue are predominately Residential areas. PROPOSED SOLOUTIONS: 1. Retain Existing Parking Spaces & redesign. The current car parking spaces should either be left or spaces redesigned at an angel, side by side. Removal of these valuable spaces would gravely impact on resident's lives & wellbeing along with local business’s needs. 2. Alternative Route for Walkers and Cyclists: Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, which poses safety concerns. Projects similar to what I am proposing have been completed on the Greenway further up the route. 3. Purchase of the Derelict Site located in the village centre: If Kildare County Council were to acquire the derelict site in the village centre (Former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as would not infringe in any way on Residential Homes living along both sides of the Canal/ Chapel Avenue. Kildare County Council could look at placing a public shared space on the Osberstown side of the Canal also. 4. Reopen the comer at Canal View leading onto the Main Street (currently closed for a trail). Since this corner has been closed to members of the public it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to elevate traffic from Chapel Avenue & Canal View. 5. The residential aspect of the affected areas especially along Canal View both sides & Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View & Chapel Avenue are predominately Residential areas and I hope this will be taken into consideration in future planning. The current proposals, if implemented without modification, would severely impact the quite enjoyment of Residential Homes & also have an impact on local businesses trade. In conclusion, while I support the development and improvement of Sallins, it is crucial that these developments do not come at the expense of Local People's Homes & their wellbeing & of local businesses in the community. I urge the council to reconsider the current plans and adopt the suggested solutions to preserve the vitality and safety of Sallins Village. Thank you for considering my objections and proposals.

KCC-C215-GCG-503	KCC-C215-GCG-503 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Ruth Gregory	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-504	KCC-C215-GCG-504 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Paddy Fortune	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 19th February 2024 Dear A/Senior Executive Officer ‘Part 8 Proposed Sallins Grand Canal Greenway Link’ Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. Has the emergency services been notified of these proposals and the potential implications it may cause? For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail’s pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-505	KCC-C215-GCG-505 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Kieron Lindsey	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 20th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am surprised at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. Has the emergency services been notified of these proposals of the proposed closure of these ramps and the potential implications it may cause in the event of an emergency at peak times? In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.
KCC-C215-GCG-506	KCC-C215-GCG-506 Part 8 Proposed Sallins Grand Canal Greenway Link	Part 8 Proposed Sallins Grand Canal Greenway Link	Gerard Leonard	A/Senior Executive Officer, Strategic Projects and Public Realm Team, Housing and Regeneration Dept Level 3, Kildare County Council Aras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F 15th February 2024 Dear A/Senior Executive Officer 'Part 8 Proposed Sallins Grand Canal Greenway Link' Firstly, I would like to commend Kildare County Council (KCC) for the work they have done thus far on the Grand Canal Greenway Phase 1 Sallins to Alymer Bridge. It is a top class amenity for locals and visitors to enjoy. However, I would like it noted that I am aghast at the fact that there was no Traffic Impact Assessment carried out for this proposed development. As a regular user of the roads leading to, and from Sallins, I am extremely familiar with the acute traffic congestion in the village. Therefore, I completely oppose the proposed Removal of existing vehicular ramp and provision of pedestrian only ramp and reinforced concrete retaining walls to connect Canal View shared space to R407 shared space. I also vehemently oppose the Closure of vehicular ramp at R407 junction with Church Ave. By closing off the access to the Kerdiffstown Road from the R407 on the Canal Bridge, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners. It is the road on which a playground, a Church and a community centre are located. Most importantly, it is the route to Sallins National School. Forcing all vehicles onto Chapel Avenue will naturally lead to a massive back log of traffic from both Naas and Clane directions on the Main R407. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. The acuteness of the turn onto the Sherlockstown Road from the Naas direction is dangerous. For the record, I would like it noted that I truly believe this proposal to close both vehicular ramps will greatly increase the serious risk of injury to life and limb. In addition, I completely oppose the proposed Removal of 4 no. parking spaces along Osberstown Road to facilitate a 4.0m wide shared space and the proposed Removal of 20 no. parking spaces along Canal View to facilitate a 4.0m wide shared space along southern side of Canal View. I oppose the removal of these 24 car parking spaces for a number of reasons, namely; The recent health check workshops carried out in 2023, clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on street car parking spaces are a necessity for residents and local businesses. With over 90 residents living in the immediate vicinity of the proposed development works, it is imperative that KCC give due consideration to the impact that the removal of these 24 spaces will have on the daily lives of these residents and businesses. My third and final objection is that I wish to state that I am completely opposed to the proposal to make permanent temporary closure of western end of Church Avenue to enhance the public realm environment for the village community. Since this corner has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. It appears to be completely illogical to close off a road which necessitates vehicles to slow down to a snail's pace in order to turn around the acute angled, narrow corner. Therefore, I would be grateful if you would take into consideration my objections.

KCC-C215-GCG-507	KCC-C215-GCG-507 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	David Deng	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other already. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS: 1. Retain Existing Parking Spaces and Redesign. The current car parking spaces should either be left as is or redesigned at an angel, side by side. 2. Alternative Route for Walkers and Cyclists. Consideration should be given to allowing walkers and cyclists to pass under the existing bridge, thus avoiding the main road altogether, and thereby reducing any safety concerns. Projects similar to what I am proposing have already been successfully completed on a number of bridges on the Grand Canal Greenway (e.g. in Dublin). 3. Open Public Spaces; Purchase or acquire Derelicts sites currently up for sale in the village. If Kildare County Council (KCC) were to acquire the derelict site in the village centre (former Gala and Post Office) currently up for sale with DNG Doyle, this would make a fantastic Shared Public Space as it would not infringe in any way on residential homes living along both sides of the Canal and Chapel A venue. KCC could look at placing a public shared space on the Osberstown Road side of the Canal also. 4. Another alternative perhaps KCC could purchase the c.159 acre site (access from the Main Street) currently For Sale with REA Brophy Farrell, and use it as an alternative route to alleviate traffic from Chapel Avenue and Canal View. 5. The residential aspect of the affected areas especially along both sides of Canal View and Chapel Avenue should be made clear on all documentation published by Kildare County Council. Canal View and Chapel A venue are predominately residential areas, and I hope this will be taken into consideration, people need to be let live in amongst these changes. Thank you for considering my objections and proposals.

KCC-C215-GCG-508	KCC-C215-GCG-508 Part 8 - Proposed Sallins Grand Canal Greenway Link	part 8	Young Chong	Firstly, I would like to state that I fully support the Greenway & the vibrancy it will bring to the village of Sallins, however I have 5 major concerns regarding your proposals; 1. Objection to loss of 24 Car Parking Spaces along Canal View & Osberstown Road. I oppose the removal of 24 car parking spaces. The recent health check workshops carried out in 2023. clearly indicated the essential need for parking spaces along both sides of the Canal and Chapel Avenue. These on-street car parking spaces are absolutely necessary for residents & local business’ needs. Residents make up the majority of the composition of the area in question. To deny long standing, elderly and vulnerable residents a basic car parking space is wrong on every level. Residents who purchased their homes many years ago, had a legitimate expectation that they would always have access to on street parking. Forcing them to circle around other streets looking for a space to park is unacceptable. 2. Objection to the No. 2 x vehicular ramps / slip roads closures. By closing off the access from the bridge to the Kerdiffstown Road, you are forcing all traffic down through Chapel Avenue. Chapel Avenue is a narrow road with acute corners, which is already congested. impacting a playground, a Church, a community centre & most importantly, a children's school route. Furthermore, residents in the area would be hindered in accessing their homes with the huge volume of traffic in the area along with local businesses. In addition, coercing all of the traffic down onto Chapel Avenue will lead to a back log of traffic coming from both directions on the Main R407 i.e. Naas and the Clane Road directions. Consideration must also be given to health and safety aspect. In the event of emergencies requiring access for large vehicles like fire trucks or ambulances, navigating Chapel Avenue & Canal View (where you are proposing to close off the two vehicular ramps), poses challenges. The enclosed area on Canal View (Kerdiffstown side) restricts manoeuvrability, leaving them with no option but to reverse large trucks to exit a residential area. A similar issue arise on the Sherlockstown Road side of the Canal, where emergency services, particularly fire trucks, face challenges manoeuvring around a sharp comer. Such obstacles could introduce avoidable time constraints during emergency situations. On the morning of Monday 29th January 2024 between the hours of 7am and 9.30am a detailed survey and monitoring of the following areas was carried out. 381 cars accessed the Kerdiffstown road via this vehicular ramp/ slip road and 419 cars accessed the Sherlockstown Road via the other vehicular ramp. A total of 800 vehicles in this short timeframe. Closing off the vehicular ramp to the Sherlockstown Road will have similar repercussions on traffic flow leading to further congestion and backlogs on the Main R407. On a more serious and concerning note. there will be safety issue as it will force vehicles to cross over an existing cycle lane. 3. Re-opening of the corner of Canal View leading onto Main Street Since this comer has been closed to members of the public, on a trial basis, it has caused huge congestion in the area, especially at peak times. I suggest this corner is reopened, allowing vehicles to turn left only and a railing installed to protect pedestrians while walking around this corner. 4. Objection to - Provision of 2 sets of traffic lights on both sides of the Canal bridge located on the Main R407 Traffic lights call traffic to a halt. Sallins already has a set of pedestrian lights and a set of traffic lights within a very short distance of each other already. Adding 2 mores sets of traffic lights in between these 2 sets of lights actually beggars belief. It is completely, totally and utterly unimaginable what the impact will be on the traffic flow in Sallins. 5. No mention of the Residential aspect along Canal View / Chapel Avenue etc., only central commercial areas mentioned which could be seen as misleading. Finally and very importantly, there is no mention of the residential aspect of both sides of Canal View, which could be portrayed as misleading to the public. Both Canal View and Chapel A venue are predominately residential areas. As I stated above, it is of paramount importance to remember the fact that residents far outweigh businesses in the area. Some of these homes along Canal View are listed on the National Inventory of Architectural Heritage built/dating back to the 1800's & should be preserved in every context (ref: https://www.buildingsofireland.ie / Department of Housing, Local Government & Heritage). Residents should be allowed the peaceful enjoyment of their homes without unnecessary interruption. Local people in the affected areas, mental health should also be taken into consideration. PROPOSED SOLUTIONS:

Kildare County Council,
Transport, Mobility & Open Spaces Department ,
Aras chill Dara,
Devoy Park,
Naas,
Co. Kildare.

26/02/2024

Pamela Pender ,
A/ Senior Executive Officer,
Strategic Projects and Public Realm Team,
Aras Chill Dara,
Naas,
County Kildare.

Re: Part 8 Proposed Grand Canal Greenway Sallins Link.

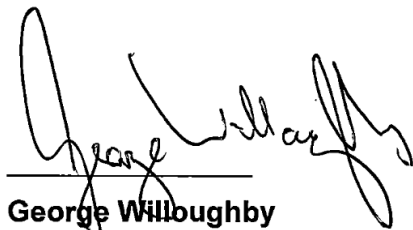
The Kildare County Council Transport, Mobility & Open Spaces Department has examined and has **no objection** to the proposed Part 8 Proposed Grand Canal Greenway Sallins Link. subject to the following conditions and comments:

1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.
2. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements should be agreed in writing with the Planning Authority, KCC Roads and Naas MD Sections prior to the commencement of the development on site.
3. The detailed design with dimensions should include pavement materials which should be robust and durable, dimensions of a shared surfaces (3 to 4m in width) to accommodate pedestrians and cyclists paths, cycle parking, parking bays (2.5m * 5m), access arrangements where sight visibility should comply with the DMURS standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site from the town centre, traffic impact assessment, drainage and outfall arrangements, public lighting, signage and road markings.

4. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the development, new footpaths should tie into existing footpaths.
5. The finish surface of new road pavements should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, KCC Roads and Naas MD Sections beforehand.
6. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
7. A root management plan should be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.
8. A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed development and the infrastructure works. The RSA recommendations should be incorporated into the detailed design.
9. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA recommendations should be incorporated into the detailed design.
10. A Construction Management Plan should be submitted before the works commence including any temporary access to the construction site and proposed haul routes to the site, this Plan should be agreed with the Planning Authority, KCC Roads and Naas MD Sections.
11. The design of the proposed works should take into account the proposed pedestrian and cycle bridge options to the west of the existing Canal Bridge as prepared by Donnachadh O'Brien & Associates Consulting Engineers in the attached report dated December 2022 which was carried out under Planning Application Ref 22-110. The delivery of the new footbridge will be managed by the KCC Roads Project Team.

12. The design of the proposed signalised works and Toucan Crossing should be submitted to the KCC Traffic management Section for their approval prior to commencement of works on site where the approved KCC Signalised Contractor is Traffic Solutions Ltd and the completed signalised works and Toucan Crossing should be approved by the KCC Traffic Management Section. Typical layout details for Toucan Crossing are attached.
13. The design of the proposed works should take into account the proposed development (hotel and apartments) by the Developer William Neville & Sons on the site beside Lidl and the R407 which is a preplanning stage reference PP4544.

If any further information is required please contact the undersigned.

A handwritten signature in black ink, appearing to read 'George Willoughby', written over a horizontal line.

George Willoughby
Senior Executive Engineer,
Roads, Transportation & Public Safety,
Kildare County Council.

APPENDIX C

LIST OF PERSONS WHO MADE SUBMISSIONS/OBSERVATIONS

1. David Monaghan
2. Donal Meehan
3. Conor Winchcombe
4. Pat Kidney
5. Pat Kidney
6. Barry Flanagan
7. Bargetrip Limited
8. Daniel Carr
9. Rian McGrattan
10. Sean Keogh
11. Pamela Cranks
12. Jacqui Richardson
13. Brian Maguire
14. Jennifer McGrath
15. Dawn Culhane
16. Kieran O'Keeffe
17. Michael Dolly
18. Timmy Murray
19. Aaron Daly
20. Brian Buckley
21. Paddy Mac Namara
22. Sadie McClean
23. Michelle McClean
24. Ashley Guerin
25. Angela Bizerra
26. A Chillon
27. Lisa Lancaster
28. Kenneth Sheehy
29. Sabrina Ennis
30. Anne Collins
31. Luke Joyce
32. Conor Keegan
33. Josephine Fogarty
34. Vincent Harris
35. Carl Houlden
36. Karen Byrne
37. Karen Byrne
38. Karen Byrne
39. Kate Masterson
40. Shay Collins
41. Jemma McGuinness
42. Mary Carson
43. Laura Mahon
44. Paul O'Rourke
45. T O Hara
46. Suzanne Rae

47. Sharona Ferguson
48. Denis Buckley
49. Paul Kelly
50. Paul Flynn
51. Rebecca Grogan
52. Garret Carragher
53. Patricia Cronin
54. Vikki Geldard
55. Laura Merren
56. Avril Corcoran
57. Breda Farrell
58. Geraldine Sexton
59. Bridget Murray
60. Alan Hurney
61. Colm Keane
62. Lorraine Keane
63. Ann Marie Murphy
64. Fiona Murphy
65. Barbara A. Dunne
66. Bernard McGinn
67. Martin Buggy
68. Alfie Beahan
69. Tony Shalloe
70. Ann Marie Shalloe
71. Cormac Cullinane
72. Sean McDonnell
73. Hazel Buggy
74. Eileen O'Connor
75. Joseph Duignam
76. Ray Brennan
77. Mick Duff
78. Malgorzata Niska
79. Breda Duff
80. James Byrne
81. Anne and Brendan Murphy
82. E Stompor
83. S McFadden
84. Iwone Metywne
85. Eoin Barry
86. A Murphy
87. K Murphy
88. Rose Connolly
89. Anna Ninjamum
90. Orlagh Kelly
91. Maria Delaney
92. Siobhan Cunniffe
93. Gina Malone
94. Debbie Coffey
95. Janice Epstein
96. Rachael Lennox
97. Gillian Laffan

98. Karen Lennox
99. John Looney
100. Brian Seidman
101. Paddy Byrne
102. Irene Byrne
103. Kitty Collins
104. Monica Collins
105. Richard Purcell
106. Nuala Purcell
107. Laurence Gahan
108. Maria Gahan
109. John Collins
110. Ute Giede
111. Berni Birchall
112. Alison Cummins
113. Georgia Gonzalez
114. Evelyn Murphy
115. Pat Murphy
116. Andrew Brady
117. Bartley Lee
118. Des O'Neill
119. Amy Delves
120. Gary Higgins
121. Chris Higgins
122. Patrick O Flaherty
123. Phelim Caffrey
124. Samantha Schmidt
125. Chloe Grimes
126. Katrina Jenkins
127. dean Siney
128. Sharon Nolan
129. Nolan Properties Sales and Rentals Ltd

130. Pat McCarthy
131. Lynne Buckley
132. Andrew Tamming
133. John Weldon
134. Ciara Dunne
135. Zita McGarry
136. Phil Voon
137. Geraldine Cully
138. Malgorzata Wnuk
139. THERESE MASTERSON
140. Kerry Ryan
141. Daniel Culleton
142. Artur Marek Niwczyk
143. Ola Flanagan
144. Colm Kenny
145. Graham Holmes
146. Sean Keane

147. Orlando Cheveresan
148. Brandon Monahan
149. Colin Harris
150. Patricia Voon
151. David O'Reilly
152. Brian Whelan
153. Patricia Foley
154. Patrick Whelan
155. Denis Logan
156. Orla McCarthy
157. Paulina Beda
158. Bernie and Robert Johnston
159. Hugh O'Neill
160. Alan Flood
161. Bríd Hanly
162. Anne Fitzpatrick
163. Maria Conlon
164. Aiden Brady
165. Ann Dunne
166. Margaret Jordan
167. Mary and Michael Shanley
168. Tony McGuinness
169. Brenda Hughes
170. Lynda Turley
171. Fergus Carpenter
172. Rachel Baker
173. Clare Masterson
174. Ronan and Rita O'Brien
175. Karl Doyle
176. Lorna Carroll
177. Monica Fitzpatrick
178. Withdrawn author
179. Maureen Nolan
180. Michael McLoughlin
181. Laura Maher
182. Peter Nolan
183. Ellen Walsh
184. John Rafferty
185. Mary Frances Gough
186. Helen Fahey
187. Andrew Lyons
188. Giovanni Pedroli
189. Paul Rooney
190. Jamie Troy
191. Lauren Sheehan
192. Eddie O'Toole
193. Maria Ashe
194. Cecile Villadelgado
195. Susan Hegarty
196. Tom Moriarty
197. Adham Harbi

198. Donal Kelleher
199. May Kelleher
200. Aoife Kelleher
201. Blanka Gustav
202. Gustave Gustav
203. Paddy Clint
204. Michelle McClean
205. Avajr Hoare
206. Laura Hoare
207. Stephen Hoare
208. Collette Power
209. Gina Nolan
210. Patrick Kenny
211. Angela Dolan
212. Paula Connolly
213. Khalid Maal
214. Aileen Doran
215. Joan Talbot
216. Stephanie Connolly O'Neill
217. Jack Talbot
218. Vitalijs Klæiss
219. Frances Lyons
220. Patricia Greene
221. Alan Moran
222. Geraldine Smyth
223. Brendan O'Neill
224. Gordon Plant
225. Rachel Lyons
226. David Nolan
227. Sadie McClean
228. Mary Hetherington
229. Gavin Murphy
230. Audrey Keegan
231. Edward Cummins
232. Shane Lyons
233. Stephen Lyons
234. Corrina Coyle
235. Karen Collins
236. James Collins
237. Linda Natale
238. Paddy Reddy
239. Fran Nugent
240. Mary Hayes
241. Nicola Nugent
242. Bernadette Dwyer
243. Ian Smalley
244. David Reddy
245. Kev O'Reilly
246. Martina Moore
247. Claire Nugent
248. Lauren Smalley

249. Elaine Rossiter
250. Nicholas Smalley
251. Leo Timmons
252. Sophie Francis
253. John McGarr
254. Niaz Razu
255. Faisal Ali
256. Des O'Neill
257. John McCarthy
258. Maureen Fitzpatrick
259. Aisling McCarthy
260. James McCarthy
261. Gem McCarthy
262. James McCarthy
263. Doireann McCarthy
264. Tina McCarthy
265. Margaret Masterson
266. Wiktor Buchacz
267. Marta Karłowska
268. Dariusz Tomaszewski
269. Michał Adamczak
270. Hazel Freeman
271. Ewa Swiatek
272. Jolanta Buchacz
273. Elizabeth Fitzpatrick
274. Maureen Greene
275. Pat Greene
276. Mary Cross
277. Mary Cross
278. Anthony Cross
279. Sarah McCormack
280. Eamonn McCormack
281. Margaret McCormack
282. John McCormack
283. John Heffernan
284. Rebecca McCormack
285. Robert Coffey
286. Katelynn Coffey
287. Rose Connolly
288. Brigid Hannigan
289. Harold Hannigan
290. Aidan O'Brien
291. J Rawlins
292. Sophie Courtney Cross
293. Debbie Cross
294. Kimberley Courtney Cross
295. Hannah Rawlins
296. Josephine Dempsey
297. Eamonn Dempsey
298. Christine Cross
299. Joan Hogan

- 300. J Cross
- 301. Margaret Cross
- 302. Karen Heffernan
- 303. Mary Heffernan
- 304. P Kelleher
- 305. Cathryn Kelleher
- 306. Joan Talbot
- 307. Francis Lyons
- 308. Magdalena Barwinska
- 309. Abigail Collins
- 310. Violette Keynes
- 311. Hanna Barwinska
- 312. Glenn Lennox
- 313. Patrick Troy
- 314. Gillian Lennox
- 315. Sandra Troy
- 316. Alan Cullen
- 317. Sarra Bennett
- 318. Catherine Bennett
- 319. Polly Lennox
- 320. Darren Lennox
- 321. Brendan Whelan
- 322. Sorcha Ni Dhomhill
- 323. Anne Behan
- 324. Shelly Kirwan
- 325. Hollie Kinsalla
- 326. Marianne Gunnigan
- 327. Monica Farrell
- 328. Rachel Deane
- 329. B Flynn
- 330. F Dwyer
- 331. A Brennan
- 332. A Lennon
- 333. Eamonn Hegarty
- 334. Cormac Doyle
- 335. M Hulgraine
- 336. Murt Kelly
- 337. Jemma Reumkens
- 338. David Chawke
- 339. Brian Naughton
- 340. Fiona Dillon
- 341. Ciara Dunne
- 342. Ann and Harry Pender
- 343. M Costello
- 344. Edward O'Toole Jnr
- 345. Imelda Hoary
- 346. Lousie Tobin
- 347. Siobhan Beahan
- 348. Conor Duff
- 349. Ciaran Duff
- 350. Paul Masterson

- 351. Tom and Mary Cross
- 352. Jacqueline Mendoncaalves
- 353. Stephen Kelly
- 354. Robert Dunne
- 355. Bridie Nolan
- 356. D Grimes
- 357. Caroline O'Brien
- 358. Withdrawn author
- 359. Catherine Trowinsky
- 360. Daniel Piare
- 361. Daniel Kane
- 362. Sean Gaines
- 363. Maria Johnson
- 364. Ciara Timmons
- 365. Vincent Timmons
- 366. B Forster
- 367. Donal Fennelly
- 368. Joseph Lennox
- 369. Flona Murphy
- 370. Marie O'Toole
- 371. G P Conway
- 372. Anne Murphy
- 373. Martin Peacock
- 374. G Fitzpatrick
- 375. Edel Dempsey Nugent
- 376. S Christian
- 377. Alan Brunkard
- 378. Michele Brady
- 379. Jelena Doncic
- 380. Niall Shanley
- 381. Antoinette Rooney
- 382. D. Rqjme
- 383. Patrick Fitzsimons
- 384. Monika Sulkowslo
- 385. Marta Dyzewska
- 386. Claire Dalton
- 387. Joseph O'Loughlin
- 388. Shane O'Riordan
- 389. Clare Shanley
- 390. Monika Leojnet
- 391. Anita Campbell
- 392. Aubrey Park
- 393. Joan Grut
- 394. Daniel O'Dowd
- 395. Margaret Cully
- 396. Aistu Lidemiuk
- 397. Brendan Murphy
- 398. Yunn Barry
- 399. Martin Murphy
- 400. Siobhan Hardt
- 401. Philomena Kerduff

402. William Murphy
403. Harry Grainger
404. Jerry Forster
405. Lynda Mooney
406. Anna Reumkens
407. Kevin Park
408. Michelle Kavanagh
409. James Collins
410. Dale Brady
411. Liam Kennedy
412. Scott Brady
413. Bobby Mulvey
414. Bill Farrell
415. Aoife Cormac
416. Sheldon Chamney
417. Will Buggle
418. Glenda McGovern
419. Maria Johnson Connolly
420. Laura Pestova
421. Tim Connolly
422. Sara Cubero
423. Audrey Brangan
424. Margaret Winders
425. Edward Hoare
426. Fran Hennessy
427. Noreen Murphy
428. Catriona Ni Bhriain
429. Ciaran Grainger
430. Sara Epstein O'Dowd
431. Ann O'Connor
432. Tijana Stupar
433. Tara Hoare
434. Chigozie Anyanwu
435. Chris Higgins
436. Maria Dunne
437. Fionnuala Reilly
438. Nadia Kirwan
439. Fran O'Brien
440. Alicia Kirwan
441. Withdrawn author
442. Withdrawn author
443. Slav Lureuf
444. Barney O'Neill
445. Aron Bercowski
446. Olly Burp
447. Valdimar Lumy
448. Eddie Kirwan
449. Kenneth Duff
450. Shelly Kirwan
451. Laura Behan
452. Sarah Behan

- 453. Lorraine Behan
- 454. Eoghan O'Connell
- 455. Blathnaid Redmond
- 456. Warren Kelly
- 457. Lauren Roker
- 458. Noreen Gargan
- 459. Triona Hayes Finn
- 460. Jo O'Sullivan
- 461. John O'Brien
- 462. Paul O'Brien
- 463. Joseph Nolan
- 464. Andrew Gorman
- 465. Wayne Hogan
- 466. M Grant
- 467. Canalside Residents and Business
- 468. John Bolger
- 469. Trina Hogan
- 470. Niall Carroll
- 471. Michael Tobin
- 472. Eileen Dunne
- 473. Jane Eleanor Naughton
- 474. Finnella Naughton
- 475. Dean Naughton
- 476. Gavin Lennox
- 477. Pauline Murphy
- 478. Eoin Flanagan
- 479. Sophie Lennox
- 480. Ruth Gregory
- 481. Paddy Fortune
- 482. Kieron Lindsey
- 483. Gerard Leonard
- 484. David Deng
- 485. Young Chong