

# James Lawless TD

Chair of the Oireachtas Justice Committee, Spokesperson on Media,  
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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