

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 Avenue. These on street car parking spaces are absolutely necessary for residents & local business's 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. Oil trucks, delivery trucks, local farmers driving tractor set use the said ramps daily. A 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 & 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 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 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. 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, 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 cross over onto the other side of the road), 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. **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 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. Local people in the affected areas, safety, wellbeing & 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 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 Derelict Sites currently up 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.
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 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 recommendations.

Yours sincerely,

Signed: Kevin Reilly

PLEASE NOTE A VALID EMAIL OR HOME ADDRESS IS REQUIRED BELOW:

Email address: 

Or

Home address:

Date: 15-02-2024