



**Kildare County Council
Roads, Transportation & Public Safety Department
Áras Chill Dara
Naas
Co. Kildare**

Date: 19th September 2022

Dear Sir/Madam,

RE: Naas to Kill Cycle Scheme

1.0 INTRODUCTION

County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.

Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.

County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid-Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Proposed Kill to Naas Cycle Scheme.

As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.



2.0 SUBMISSION

County Kildare Chamber welcomes the chance to comment on this proposed cycle scheme and its significant role in encouraging active travel amongst citizens in close proximity to large towns within the County. This scheme is one of a number of pieces which will be crucial to Kildare achieving climate neutrality by 2030, whilst also improving the accessibility for satellite towns connected to our larger settlements.

The scheme is 4.4km in length and extends from the Dublin Road roundabout (Naas Ball) to the Slí na Naomh junction east of Kill village, via Johnstown and Kill village. It will comprise of a two-way cycle track on the south side of the road, separating cyclists from both vehicular traffic and pedestrians.

County Kildare Chamber has consistently strived to advocate for Sustainable Cities and Communities. We strive to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in Kildare.

With this in mind, we believe that there are a number of connected synergies with housing, transport and social infrastructure needed to create sustainable county development. For the '10 minute settlement' concept to become a reality, active travel and pedestrian and cycle scheme's like this one will need to be significantly increased.

This East-West link is very positive and offers good mobility for cyclists and pedestrians, as it takes account of urban permeability and offers a safe traffic free route for non-motorists.

For those considering switching their primary travel mode to cycling, safety and confidence is a key concern that often wards off this activity. A filtered and safe system should always be the prime focus of any community development, especially an active travel scheme with accessibility for multiple types of road users, pedestrians, cyclists, and motorists.

An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber we have a number of concerns around this plan.

Specifically, a filter lane into Scoil Bhríde is a necessity. With a high volume of the public using cycle paths, footpaths and motor traffic lanes at peak times, safety will be a primary concern for many specifically during morning rush hour and afternoons with pickups. The filter lane will also ensure that traffic flow will continue and not impede other road users.



County Kildare Chamber further believes when looking at Johnstown and Kill, the Council needs to take a historic look at settlements, traffic flow and general movement of the towns. The Chamber believes removal of car parking spaces will be a matter of concern to many residents who use these spaces regularly for on street parking. Many residents who commute to other areas for work, like Dublin, also use spaces with many using the old garden centre area on Johnstown Manor.

We understand the Council has stated that for the spaces taken away, the public car parks in both towns should have enough availability to deal with this. However, this does not consider residents in the area using these spaces on a daily basis.

3.0 CONCLUSION

County Kildare Chamber welcomes the chance to comment on a Kill to Naas Cycle Scheme. This plan will also feed into the County Development Plan and other Government priorities to create a more seamless, whole approach for the sustainable development of Naas and its surrounding satellite towns. This development will mean a safer way for the public to travel through Naas and the surrounds. We believe it will also increase the numbers using active travel and transport options, as these modes of transport will now be amenable.

This development and others promoting active forms of transport will go a long way to making towns and villages more sustainable in Kildare. However, we would like to particularly highlight the need for a filter system at Scoil Bhríde, and a more rounded view of the removal of car parking from both Johnstown and Kill.

We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do not hesitate to contact us if you have any queries regarding this submission.

Yours faithfully,

Sinéad Ronan
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