



MAYNOOTH CYCLING CAMPAIGN AUGUST 2018



SUBMISSION ON AMENDMENT NO. 1 OF THE MAYNOOTH LOCAL AREA PLAN 2013-2019

Maynooth Cycling Campaign welcomes Amendment No. 1 of the Maynooth Local Area Plan 2013 - 2019. We especially welcome the vision for the Railpark area in which sustainable modes are prioritised.

However, we wish to make the following points:

1. The reduction of traffic on the Straffan Road has been excluded from the list of objectives. The provision of (part of) the ring road should not be viewed as increasing the capacity of the Maynooth road network but an opportunity to increase road safety on the Straffan Road. The Straffan Road is the main north-south artery for walking and cycling between the town centre and the residential estates to the south and was the scene of a pedestrian fatality in recent years. 'Uncoupling' or 'decoupling' of the transport modes has been a standard part of road safety strategies in the Netherlands in places such as Houten and in Groningen from the 1970s. In Maynooth, uncoupling would have the effect of concentrating motorised traffic on the ring roads, thereby prioritising the Straffan Road - the direct links to the town centre - for walking and cycling. Access to the Straffan Road from Parklands should only be for active modes of travel and can be cheaply brought about by filtered permeability. Prioritising active modes in this way would be in accordance with the Design Manual for Urban Roads and Streets (DMURS).
2. We support not making existing residential estates permeable for motorised traffic.
3. We strongly support the proposed permeable walking and cycling links between the Railpark area and the existing Rockfield and Parklands residential estates. Such links are in line with the 2017 Report from the Citizens' Assembly on Climate Change and the 2018 Annual Report from the Climate Change Advisory Council's (CCAC). This is how streets were historically developed and complements the existing links of estates in Maynooth such as Parklands/Rockfield and Kingsbry/Beaufield. Maynooth is

fortunate as many estates elsewhere in Kildare are completely segregated from one another as a result of pro-car layouts ie with the provision of closed cul-de-sacs.

4. In order to maximise the Quality of Service for pedestrians and cyclists, walking and cycling must be segregated (from each other) through the proposed park and elsewhere.
5. We note the lengthy list of road improvements and urge that priority be given to a high quality cycle facility on the Celbridge Road linking the proposed road, the two primary schools and the Straffan Road.
6. We also note that the proposed park is elongated in shape which lends itself to north-south or east-west movement. A more rectangular or square shape would encourage circuitous movement.