



MAYNOOTH CYCLING CAMPAIGN



Draft Submission on Kildare Transport Strategy

1. The publication of the Kildare Transport Strategy is welcome but regrettably its vision and ambition is limited, even more so now with the priority given to active travel in the Programme for Government.
2. The biggest disappointment of the draft Strategy is its failure to reference the 2009 National Cycling Policy Framework and its two targets of 10% cycling by 2020 and 10% of all journeys by bike by 2020. Kildare County Council has made no progress on these targets in the last 10 years and the strategy fails to put forward an estimate of when 10% will be achieved.
3. The strategy fails to estimate the impact of the proposed measures if implemented now or if they are brought in over the timescale estimated ie short/long term. The strategy should futureproof the proposals to 2030 and 2040 as would be done in the case of a proposed road.
4. The number of proposed cycle trips are quantified in terms of high/medium/low potential but they should be defined in terms of percentage or range.
5. Several of the roads are identified as possible Shared Streets. Kildare County Council proposes shared streets where traffic levels are multiple times higher than the threshold specified in the National Cycle Manual and in excess of best practice internationally. There appears to be no comments on the need to reduce/restrict traffic or how this would be achieved.
6. The strategy fails to address induced demand due to the construction of additional roads which encourages traffic growth.
7. The multi criteria analysis lists a number of factors:
 - Economy Integration: there does not appear to be any mention of the health benefits of active travel or the cost to society of increased vehicular journeys.
 - Environment: the report fails to recognise the effects of air pollution and the impact of poor air quality on people who are affected by Covid-19.
 - Physical Activity - there is no WHO HEAT Analysis of the financial benefits of active travel.
8. Traffic management is still about maximising the number of vehicles through junctions with a 1970s philosophy of "Predict and provide" rather than focusing on the number of people.

Maynooth Cycling Campaign is a non-party political cycling advocacy group. We are affiliated to Cyclist.ie, the Irish Cyclist Advocacy Network, and through it to the European Cycling Federation.