



MAYNOOTH CYCLING CAMPAIGN



1. Healthy Placemaking : People and Places

Questions to Consider

What tools can be used to deliver compact growth to assist in the regeneration of our towns and villages?

Restrict the rezoning of agricultural lands/green field sites

Too much space is allocated to private car travel compared to active travel. In existing urban areas, active travel gets what is spaces is left over after catering for cars.

Maximise permeability between adjoining residential areas.

How can we effectively address the Climate Change Crisis and the Biodiversity Crisis, through the Development Plan process ?

Enable rather than promote active travel.

2. Economic Opportunity : Innovation, Enterprise And Employment

Questions to Consider

How can we support and protect traditional on-street retailing with the increase of online shopping and encourage new business looking to locate within our town centres?

Build it and they will come! It is true for cars as well as bikes. It is accepted that some additional roads are required but additional cycling infrastructure and cyclists will lead to increased footfall and additional spend in local areas as international evidence confirms that cyclists spend more than drivers.

What policies and developments can support Increased employment in the County, such as co-working hubs, 'maker space' incubation hubs, creative hubs/town initiatives and synergies with Maynooth University?

Our economic growth is dependent on our competitiveness compared to other countries. Our current levels of car dependency imposes congestion, health and environmental costs on our trading sectors.

What can the Plan do to support tourism in Co. Kildare? Are there areas that have the potential to be developed for tourism and recreational purposes?

There is a potential greenway in Kildare between Edenderry in Co. Offaly and Enfield Co. Meath along the path of the former railway. It would form part of an outer loop between the Royal and Grand Canals. The loop could also connect with the Barrow at Rathangan via low trafficked rural roads.

The should ensure that the harbour area of Naas is developed in an environmentally and architecturally manner, one which encompasses the canal link to Corbally Harbour. This also allows an 8km stretch of uninterrupted canal travel waters which are invaluable to the promotion of growth of tourism. This will also provide additional walking and cycling routes for the Kildare environs.

The Council must work with Irish Waterways on the removal of Kissing Gates which make canals in-accessible for many wheelchair users and cyclists. Everybody should have the right to gain access to our natural heritage.

What measures are required to make our towns and villages more vibrant and attractive as places to live in, work in, shop and visit?

Restrict cars and reallocate road space to enable high quality walking and cycling infrastructure.

Provide universally accessible bathrooms and changing rooms in key tourist centres, racecourses, and in shopping centres.

3. Climate Action : Environment, Climate Change and Adaptation

Questions to Consider

How can the Plan best support the challenges of climate change?

There are three main sources of greenhouse gases – from energy, agriculture and transport. Kildare County Council has little impact on agriculture and some impact on energy in relation to the insulation of its own building stock and on the insulation of new buildings. However, Kildare County Council's main impact is on transport with c70% of journeys by car. If the Council is to best support the challenges of climate change, it must enable a major switch to active and sustainable modes of transport.

Increase the quantity and quality of cycle infrastructure provided.

How can the plan support our transition to a low carbon resilient and environmentally sustainable economy?

By delivering change in mode of transport rather than just aspiring to it.

How can the Plan achieve a balance the growth of the County and the protection of the environment ?

The Council must enable increased cycling and walking, which have little impact on the environment as they can replace a lot of private car trips.

What are the main environmental issues that currently face the county?

Water and biodiversity are the main issues but air and noise pollution are significant also and are increasingly seen as a threat to health by government and the E.U.

Should we encourage greater use of green roofs, green streets or other green infrastructure approaches (e.g. tree planting) in new or existing development to provide solutions in relation to water management and the need to adapt to the predicted impacts of climate change?

Absolutely, greenery also helps to humanise the streets/roads. Council development standards should be amended to facilitate the inclusion of improved active travel and green infrastructure.

4. Sustainable Mobility: Movement and Transport

Questions to Consider

What should be done to encourage people to walk, cycle or use public transport more ?

Kildare is a “rural “county with a number of large towns. As a result of the distances involved and the lack of alternative safe options, many trips will continue to be by non-sustainable modes.

The challenge is to attract people to active modes of travel for short journeys of less 5km by the provision of high quality walking and cycling infrastructure, in contrast to the many low quality ones provided to date.

The Council needs to emphasise that its policy is to reduce car dependency on the grounds of health, environment and sustainability.

Now, with people moving greater distances due to increasing use of e-bikes and e-scooters, infrastructure is a prerequisite to more sustainable transportation systems.

The Council must develop individual Strategic Cycling Plan for all Kildare towns with local targets and annual monitoring and reporting.

Healthy streets – the Council must plan healthy streets to enable and prioritise more active travel in accordance with DMURS, rather than just ticking the box of active travel. The Council should also designate Low Traffic Neighbourhoods in the larger towns.

Multi-disciplined teams are required which ensure that the street redesigns of towns such as Kildare, Athy, Monasterevin and Rathangan include walking AND cycling as opposed to walking OR cycling. The needs of cyclists are often omitted.

The Council must provide footpaths and cycle paths that are continuous across minor junctions as is common practice abroad.

The Council must improve conditions for pedestrians by increasing the effective width of footpaths in new developments. The current standard of a 2m wide path is effectively reduced by road furniture, especially by road signage and traffic light poles.

The Council must reduce the default speed limit in urban areas in order to reduce the fatalities of vulnerable road users and give effect to the Stockholm Declaration which the previous Irish government has signed.

The Council must ensure that universal access is available at all car parks and other amenities areas. Barriers/ poles can prevent the access of wheelchair users and their vehicles.

Shared paths are acceptable in areas with low volumes of people both now and in the future but should be the last option for pedestrians and cyclists on main roads. Where they are used, the designers should measure/estimate the number of pedestrians and cyclists both currently and in 20 years time to ensure that they are future-proofed.

Where shared paths are provided, the Council must consider whether or not they have a tactile line in the centre for the vision impaired to separate the area for pedestrians from cyclists.

Shared space is the current fashion – not least because it does not involve any impact on traffic and so is welcome to politicians. However, the disabled and many cyclists have serious concerns about it. Shared space can work where there is reduction in traffic volumes to less than 2000 vehicles per day but are inappropriate at the level of traffic currently found in most Kildare towns and villages.

Kildare County Council must identify dedicated cycle networks or alternative ways of enabling cycling in Kilcullen, Rathangan, Monasterevin and Castledermot – all of which are omitted from the GDA Cycle Network.

How can we reduce the need to travel and/or travel more sustainably beyond Co. Kildare, for example, for work, retail or recreation purposes?

In recent years, Kildare County Council has given planning permission for schools at the edge of town and remote from residential area for example Maynooth. This only encourages using a car for the “school run”. It develops reliance on cars from a young age and leads to increased child issues with weight and obesity.

Kildare must future proof new transport developments and ensure that they are compatible with other Council policies in particular with climate change policies. Mitigating climate change implies an overall reduction in travel by private car but TII standards, which local authorities follows for non-national roads, requires that current traffic is modelled in the current year and the twenty years time assuming a 1% increase in traffic per year.

Is new or improved transport infrastructure required in the County and, if so, where?

Kildare is well catered for in terms of national roads and government has announced plans to invest heavily in rail. Cycling infrastructure has been ignored by all governments for the last 70 years. The new Programme for Government includes a commitment to a high level of investment in cycling. However, unless the Council commits to high quality infrastructure, the

funding will be badly spent on low quality or substandard infrastructure which will not attract people out of cars.

The Council must support the engagement and progression of the Rail Transport 2020 Route projects - in particular the extension of the electrified line from Hazel-Hatch to Kildare town. We cannot continue widening and creating more motorways.

The Council should support the provision of a light rail line from Sallins to Naas.

Standards for new development must take into account micromobility. The use of e-scooters, cargo bikes and e-bikes will play an important part in future mobility if the Council provides properly for it.

How should we manage private car access and parking in our towns?

The cost of parking in our town centres should be high to discourage all day parking. The need for parking will reduce if we reduce car dependency.

On the Continent, many historic towns and villages do not allow cars in their historic centres and instead parking is located at the edge of the small town/village. The Council should do likewise.

On the grounds of safety, Kildare should eliminate rat running by using filtered permeability to reduce the risk of collisions in residential areas. This is a low cost, highly effective way of supporting modal change.

Traffic Management Plans should be designed to force traffic to keep to the "main roads". Active travel should be prioritised on short direct routes with traffic diverted along longer indirect travel as is the practice in Ghent, Groningen, Houten etc.

The Council should divert HGVs away from towns, except for local deliveries.

How can rural living be more sustainable and rural isolation reduced with greater accessibility?

Rural living is a challenge but e-bikes and e-scooters can extend the travel range of people who cannot afford private cars.

Rural buses should have bike carriers on the front.

How can we create successful streets that easily facilitate the needs of cyclists, pedestrians and vehicles, in our towns and residential areas ?

The Council must reallocate space from motorised traffic to walking and cycling.

Kildare County Council must significantly increase the number of crossings - controlled and uncontrolled - for pedestrians and cyclists in towns and villages. On the continent where you would find four zebra crossings at a crossroads, in Kildare you would be lucky to find one.

Kildare County Council must restrict motorised traffic as is being done in Dun Laoghaire, Dublin City as well as Paris, Helsinki etc.

Kildare County Council must provide high quality protected cycling facilities that enables Cycling for All.

Kildare County Council must Implement ambitious school streets and school zones if it is to benefit from the government's proposed Safe Route to Schools programme.

Currently, the phases of many traffic lights are controlled by the volume of traffic. Outside the morning and evening peaks, the Council must prioritise active travel by switching control to fixed times which is the norm in many European countries.

The Council must provide more outdoor seating in our streetscapes, recreation, and outdoor areas.

The Council should surface cycle tracks with red wearing course in the interests of road safety and road legibility.

How best can we co-ordinate and integrate transport and land use planning in order to reduce the demand for travel and dependence on private car transport ?

The Council should create a bus/transport interchange in Naas at the depot at KCC yard beside Hedderman's car park. This can deal with local, county and Irish Rail feeder buses and can be designed to offer environmentally friendly effective and efficient sustainable transport options.

Do we need more Electric Vehicle (EV) charge points in our towns/villages? If so, where?

There are very few EV charge points in towns and villages so more will need to be provided at minimum in all towns. However, electric cars are not a silver bullet to address the challenge of sustainability, the health crisis or congestion. Furthermore, although Ireland is generating more power from renewables, a significant portion is still generated from fossil fuels.

Charging units must not be located on footpaths or cycle tracks. The space should be relocated from roadspace and/or car parking spaces.

Where are the most suitable locations for Park and Ride or Park and Stride facilities?

Park and Ride facilities should be located outside of towns and close to the motorway exits with bus connections to adjacent key towns and railway stations.

Park and Stride facilities for children going to and from school should be located a reasonable distance from schools in order to reduce the risk to children of a collision with a motorised vehicle. Nearby Church car parks or supermarkets would be suitable which would simultaneously give the parent/guardian the opportunity to shop locally.

How can we promote best use of Transport Infrastructure, existing and planned and promote sustainable and active modes of travel

The Council must ensure that there are direct accessible public transport links and high quality cycle infrastructure between rail stations and surrounding towns.

Better enforcement is needed to ensure that footpaths and cycle tracks are not used as car parks.

Naas and Maynooth will benefit from their designation as key development towns. Consequently, the Council must require higher standards for the level of bike parking especially at new schools compared to non-key development towns in the county.

5. Creative Places : Social, Community and Cultural Development

Questions to Consider

Are there adequate community facilities in our towns and villages throughout the County? If not, where are the deficiencies / gaps ?

The Council must conduct an accessibility audit throughout the County. This would include dishing and ramps to roads, footpaths, pedestrian, and pelican/zebra crossings, access to graveyards, heritage sites, public parks, and buildings.

The Council must use and include KCC's Access Strategy vision for a society in which disabled people can work and to live a full life with family and as part of their community.

How can the Plan promote social inclusion and equality for all our citizens?

The plan should promote the highest levels of universal accessibility in all new community facilities.