



MAYNOOTH CYCLING CAMPAIGN



Submission on Draft Naas/ Sallins Transport Strategy

1. The publication of the Naas/Sallins 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 draft 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 call for stakeholders to be consulted in relation to proposed permeability changes is welcomed but similar consultation should apply to key stakeholders in relation to all proposals.
5. In section 10.2 Cycling Measures the strategic objectives include *Engage with schools with the aim of increasing cycling mode share*. Engagement with schools is a bland unquantifiable term. The new Programme for Government highlights travel to school and the need on health and environment reasons for car journeys to school to be replaced by journeys by active travel. While the strategy does quantify the number of residences within set distances of schools, there is no estimate of the potential level of modal switch.
6. 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.
7. Several of the roads identified as possible Shared Streets – in particular Sallins Road Naas has traffic levels 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.
8. A glaring omission is the failure to provide for cyclists beyond the B&Q roundabout. There are a significant number of potential cyclists travelling to and from Toghers and Newbridge but there is no provision for them in what is an extremely dangerous location for vulnerable road users. Access to Naas Town is should provide to safe routes for vulnerable road users as well as people in vehicles.

9. Another serious omission is at the first section of the New Caragh Road where there is space to prioritise vehicles with the addition in recent years of a left turning lane but no room for cycle facilities for secondary school children who will want to use the South Ring to return home.
10. On the Newbridge Road, there is no provision for cyclists to turn right at the Pacelli Road where they may have to cross three lanes of traffic. In contrast, at the New Caragh Road, traffic lights are provided to assist people in vehicles to manoeuvre across one lane of traffic.
11. It is unclear what if anything is proposed at the section of the Millennium Link Road where it crosses the canal and where the route for cyclists is changed from off-road to on-road.
12. Provision of cycling facilities on key traffic routes such as the Newbridge Road between the town centre and the Millennium Link Road should be a short term priority.
13. The strategy fails to address induced demand due to the construction of additional roads which encourages traffic growth.
14. In relation to cycle parking, the strategy fails to point out that the Council has to balance the revenue from vehicle parking with the need for more bicycle parking and if it wants to enable more people cycling more often, it must accept that the loss of parking revenue to the Council will be more than offset that the benefits to society from increased cycling.
15. The Road Objectives include

Reduce unnecessary vehicular trips through Naas town centre.

Reduce vehicular emissions in town centre by promoting mode transfer to sustainable travel modes.

Objective 1 should be to prevent and not reduce unnecessary vehicular trips through Naas town centre. Objective 3 should be to minimise vehicular emissions rather than merely reduce them.

16. 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.
 - Safety: it is widely accepted that An Garda Síochána records under-estimate the number of accidents to cyclists.
 - 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.

17. 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.