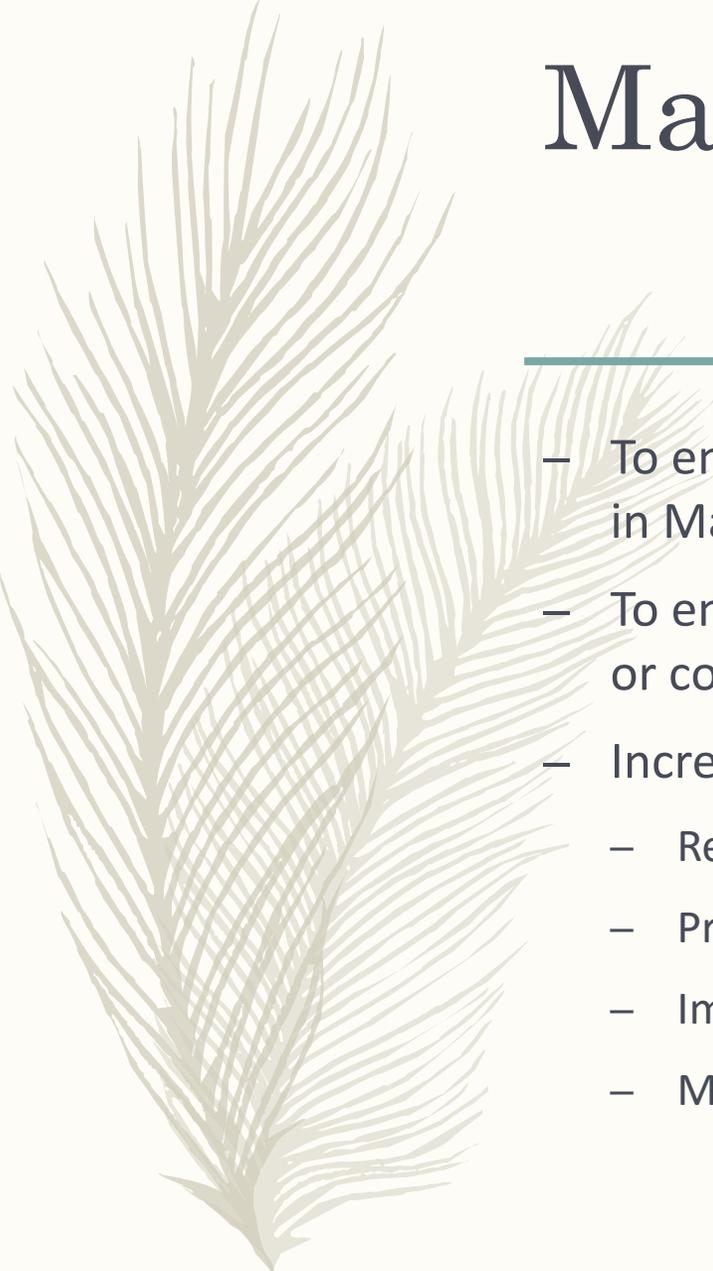


# Maynooth Cycling

---

Presentation to Maynooth Community  
Council 14 December 2015



# Maynooth Cycling – our aims

---

- To encourage walking and cycling as an alternative to motorised transportation in Maynooth
- To encourage children and young adults, in particular, to walk or cycle to school or college in greater numbers
- Increased cycling and walking will
  - Reduce congestion
  - Provide more footfall and therefore passing trade for businesses
  - Improve health and wellbeing
  - Make the town a more attractive place to live and work



# Improving Facilities

---

- Maynooth is a compact town with an attractive town centre
- Many National school children walk to school
- Most Secondary School children walk to school
- Many residents of Maynooth are able to walk from their homes to the town centre.
- Many residents walk, run, cycle on the wide footpaths/cycle tracks on the Straffan Road.
- Two new secondary schools will open shortly at the top of the Moyglare Road
  - With current facilities could turn 2000 pedestrians into car users
  - bussing 700 children across town will require 10 trips by double decker bus



# Kildare Co Co Proposals

---

- Part 8 North South Corridor – flagged as an improvement of cycling facilities
- 11 November 2015 – Kildare County Council Passed the Part 8 Scheme as designed subject to two conditions
  - Right turn lanes at Old Greenfield, Silken Vale, Railway station to be retained
  - Greater protection for cyclists (undefined)
- Maynooth Cycling had looked for the following
  - For Main Street substantial redesign
  - For Moyglare road substantial redesign
  - For improved design on Straffan Road
  - For improved design on Mill Street
- Maynooth Cycling consider the scheme as approved to be substandard – but some improvements are possible at detailed design stage

# Part 8 – What it will deliver – Straffan Road



Existing off road Cycle Track



Works underway – to be continued as far as the Glenroyal – cycle track moved on road for much of its length - on either side of junctions

# What it will deliver – Straffan Road



Giving more space to cars –

Bringing pedestrians closer to cars



Road looks wider – increases speed

# An alternative vision



Piper's Hill Naas – off road cycle track with buffer to road; lamps in verge – not obstructing cycle or footpath

This will fit on the Straffan Road – both sides

Even without removing right turn lanes

So why not?

# Maynooth Cycling's proposal for Straffan Road & Moyglare Road



# Mill Street

- Mill Street is difficult to cycle on;
- Cars park on the cycle track
- Part 8 Proposals do not improve facilities
- Pedestrian bridge over river – Great
- But no additional width outside Dunnes
- Or outside church
- All cycle tracks on-road here





# In summary – the Part 8 as designed is inadequate

---

- Junctions very poorly thought out
- Straffan road being made **less** cycle friendly
- Pedestrian bridge on Mill St is a fantastic idea – otherwise no improvement
- Removing bike lanes on Main street – bad idea – redesign them effectively
- Leinster street – and link road overall good – but junctions need to be thought about from a cyclists perspective
- Moyglare road – Needs Piper’s Hill type treatment – both sides of road 5m each side



# The way forward -

---

- If we are going to do a cycling scheme – it should increase cycling not reduce it
- This proposal – particularly on the Straffan Road, Mill Street & Main street – provides **WORSE** cycling facilities than already exist
- Less people will cycle – also has the potential to reduce pedestrian traffic on Straffan Road – less of a buffer between pedestrians and road.
- Do we **WANT** our town to be a nice place to live?
- Or a traffic jam?



# Thank you

---

- We have lots more information for anyone who is interested
- Studies on traffic flows
- Examples of best practice in Ireland and abroad
- Surveys of bicycle use in Maynooth
- Photographs of facilities throughout Maynooth and in other towns.