



Maynooth Cycling

Presentation on Part 8 – North South Corridor - Maynooth



Maynooth

- ▶ Cycling is an ideal mode of transportation within the town.
- ▶ Currently only 1.2% of school children cycle to school
- ▶ There are 2,830 school students enrolled in Maynooth schools (2015)
- ▶ There are 10,200 students enrolled at Maynooth University (2015)
- ▶ Salesians Celbridge – 25% of students cycle

Quality of Service for Cycle Facilities

Quality of Service Approx Effective Width (m)
(NOT Constructed Width)

A+	2.5m
A	2.0m
B	1.75m
C	1.25m
D	0.75m

► Much of scheme as designed is B – C or lower,

Pipers Hill Naas 2m + 2m + Partition verge



Dutch cycling –
International
best practice

Straffan Road – Maxol to Glenroyal

- An off road facility is being moved largely on road – no physical separation between cars and cyclists
- Less safe, feels less safe – discourages use, particularly for children
- No priority for cyclists at junctions
- No Consideration how cyclists might cross the road – no dishing opposite feeder roads
- Space is there for Pipers Hill type provision – **So DO IT!**



Existing – Comfortable cycling off road
Proposed – road **looks** wider – increased traffic speeds

Glenroyal to Main Street

- ▶ No off road tracks (save substandard unconnected shared surface on east)
- ▶ No consideration of how children will get to and from Girl's School



Children off road



Children 'taking the lane'

Mill Street

- ▶ No off road or protected tracks proposed
- ▶ Left turn lane on Kilcock road left intact - high risk for cyclists and pedestrians
- ▶ No provision for deliveries



Cars park on cycle track

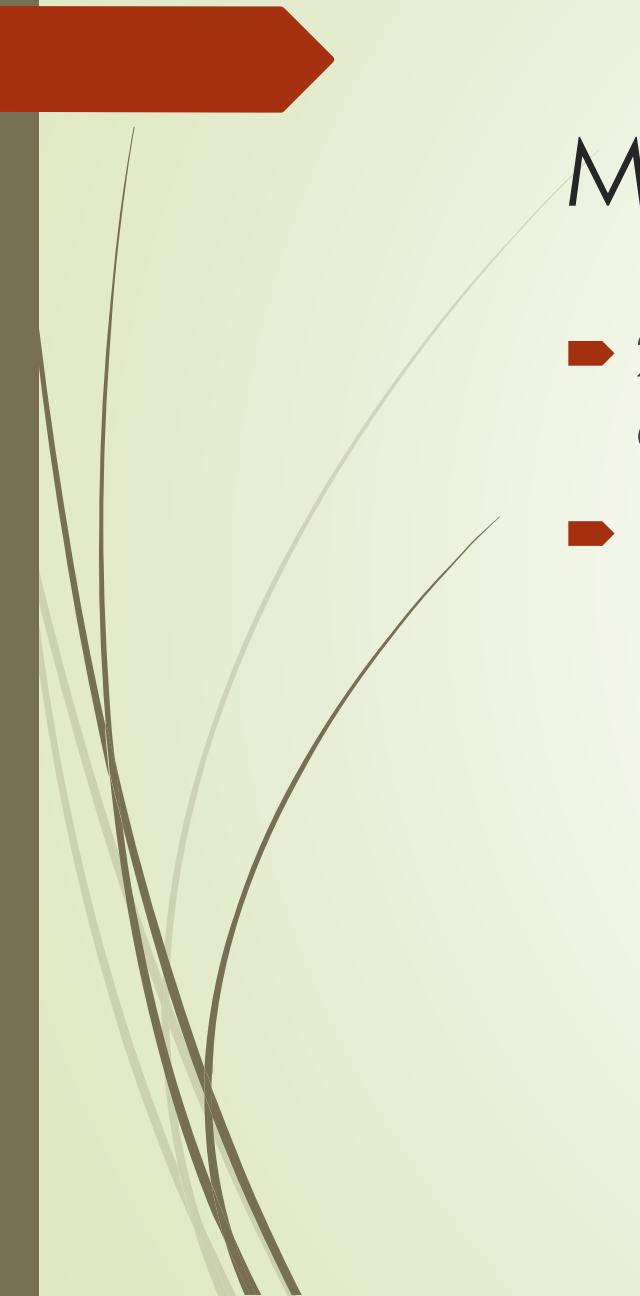
Conflict between
cars going left
and cyclist going
straight





Moyglare Road

- ▶ 4m Shared surface on one side only – ‘D’ standard – two way additional risk for cyclists – not best practice except in parks, greenways etc.
- ▶ No dishing opposite feeder roads
- ▶ Conflict with cars emerging from driveways
- ▶ Conflict with pedestrians
- ▶ Route to school for 2000 teenagers
- ▶ Most students walk to existing school – distance too great for many to walk to new school
- ▶ 80 seater double decker bus – needs 10 round trips (min 20 min each) to move just 800 of those students across Maynooth



Moyglare Road

- ▶ 2m 2m 1m – as in Pipers Hill on both sides (with 6m carriageway) possible
- ▶ Pinch point 250m - Land acquisition necessary
 - ▶ 4 privately owned properties (incl one owned by eircom) – total 30m strip
 - ▶ 3 Institutionally owned properties (GAA, Existing PP School, Religious) – total 95m strip



Design to encourage cycling

- ▶ Location of new schools – opposed by transportation – will cause increase in vehicular traffic
- ▶ Opportunity with this Part 8 to make Maynooth a showcase for cycling nationally
- ▶ Potential to remove 2000 car trips related to new schools alone (500 x4 – assuming 25% modal shift as at Salesians – could be much higher)
- ▶ Potential to take primary age children out of their parents cars
- ▶ Potential to take students out of their cars – cycling already increasing among this cohort – **lets make it easy for them!**