



# MAYNOOTH CYCLING CAMPAIGN NOTES October 2019



## **Subsidy for Car Drivers**

Cyclists get blame by some drivers for not contributing to the cost of roads but roads are paid for from general taxation. Vehicles have to pay an emission tax but as bikes don't produce any emissions, cyclists are not liable for any tax. It should be pointed out that car drivers are the ones who are subsidised. This may come as a shock but in Ireland it costs €3 billion a year to subsidise cars. This is not what car owners are paying in taxes; this is the external cost for everybody. Every man, woman and child in Ireland is paying €650 per year to subsidise cars.

## **Width of Estate Entrance**

Last month, an article in the Campaign Notes detailed issues concerning the width of entrance to Moyglare Abbey estate and whether or not the proposed width was in accordance with the Design Manual for Urban Roads and Streets (DMURS). The proposed width is wider than recommended by DMURS because the entrance is used by farm vehicles. Is this reasonable? Yes – an entrance has to be fit for purpose. If it cannot cater safely for expected traffic, it would not be fit for purpose but it does beg the question will the width of other entrances which do not lead to farms, for example Moyglare Village, be in accordance with DMURS?

## **Railpark**

There is concern about rat running through Railpark to avoid delay at the Celbridge Road/ Straffan Road junction. The solution, which is widespread in European countries such as the UK and the Netherlands, is filtered permeability. In essence, this means closing off one of the two entrances or blocking the through route at a mid-point. This can be achieved very cheaply using bollards.

The problem is that some residents want to maintain free access by cars whereas others point out the risk of an accident to children (never mind the issues of noise and air pollution).

## **Transport SPC**

The May local government elections saw some new and some existing councillors elected to Kildare County Council. It also saw the formation of a number of Strategic Policy Committees with the selection of councillors. One of particular interest is the Transportation and Public

Safety SPC which features three councillors from the Maynooth Municipal District – Paul Ward (FF), Peter Hamilton (GP) and Angela Feeney (Lab).

The membership of the Transport SPC is also open to a representative of the Public Participation Network. One of our members went forward as a candidate and was delighted to top the poll. Unfortunately, two other people did as well. There were no rules governing how to resolve such an occurrence so the matter has been referred to Kildare County Council officials to resolve.

More importantly, we have been informed that there are unlikely to be any meeting of the SPC (or presumably the Cycle Forum) until 2020 as new rules have to be drawn up, go to Public Consultation and be approved. As the last meetings were in February 2019, it would mean that there would be no meetings for almost a full year. Other counties, such as Fingal, carried out consultation during the summer which is a much more efficient way of operating than Kildare.

*Maynooth Cycling Campaign is a non-party political cycling advocacy group. Further information on meetings and activities is available on our website.*

*We are affiliated to Cyclist.ie, the Irish Cyclist Advocacy Network and through it to the European Cycling Federation*