



MAYNOOTH CYCLING CAMPAIGN NOTES November 2019



Permeability at Moyglare Hall

Residents at Moyglare Hall who walk or cycle have been shabbily treated for years by Kildare County Council. At the planning stage, Kildare County Council prioritised the access road for cars but overlooked the needs of walkers and cyclists who for more than ten years have faced an unnecessary length of journey to access the town. As a result, people can be seen on a regular basis climbing over the fence /hedge on the Moyglare Road. There is a potential alternative route between the GAA pitch and Moyglare Nursing home but the short distance between the end of the existing cul-de-sac and Moyglare Road will have to be constructed. The developer has agreed to the work but it will not be carried out until December.

Maynooth Cycling Campaign welcomes and supports the increasing opposition to the through road between Moyglare Road and the roundabout at the Schools Campus. As the residents rightly point out such a road will turn into a rat-run. As it had been intended for local traffic and filtered permeability, it was constructed with no dedicated facilities for cyclists.

Widening of M4

One of the projects included in Ireland 2040 by the government is the widening of the M4 in Kildare. The issue arose at a meeting of the Community Council when it was said that part of the justification for the scheme was the need to reduce noise by reducing congestion. Reducing congestion by building or widening roads is like reducing obesity by loosening your belt. Even in a country as car dependent as the USA, most Departments of Transport accept that building more roads results in more traffic due to Induced Demand. An explanation of it can be found [here](#).

Budget 2020

This government talks the talk about climate action but most of its activities promote increased emissions of CO2. Maynooth Cycling Campaign through Cyclist.ie has sought the allocation of 10% of transport spending on cycling. From the budget announcements, this amounts to €194 Million. Shane Ross, Minister for Transport, Tourism and Sport, announced that he had allocated €114 Million but based on its analysis, Cyclist.ie estimates that the spend on cycling will only be in the region of €42 Million. Minister Ross also claimed in the Dáil that he had allocated 3.1% of his capital budget to cycling in 2018 but Cyclist.ie also challenges this and estimates that the Minister is spinning the results and had spent only 1%.

Climate Change

October has seen the spread of Extinction Rebellion to Dublin, Greta Thunberg was overlooked for the Nobel Peace Prize and the campaigner and author Naomi Klein was welcomed to Dublin where she discussed her new book *On Fire* and climate change in the National Stadium with Maynooth's own Lorna Gold.

Width of Estate Entrance

Last month, an item in the Campaign Notes considered whether or not the width of reconstructed entrances to estates on the Moyglare Road would be in accordance with the Irish standard - the Design Manual for Urban Roads and Streets (DMURS). Work has also been carried out on the Celbridge Road entrance to Railpark. The entrance there was reconstructed with a width which appears not to be in accordance with DMURS.

Space for Bicycles on Trains

Earlier this year, the EU parliament passed a requirement that from 2021 any new or refurbished rail carriage will have to provide a minimum of 8 spaces for bikes. As part of its climate action, the Polish rail operator *Stadler Flirt* has announced that from now any new carriages will include the space for bikes which is two years earlier than required. Meanwhile, Ireland has ordered new carriages but no-one seems to know if any space for bikes are included.

Cyclist.ie Council Meeting

Finally, Cyclist.ie, the Irish Cycling Advocacy Network, held its bi-annual meeting in Dublin recently. Cyclist.ie has expanded with another two groups making twenty five in total across the country. One of the key policy changes was that Cycling Officers in local authorities should be appointed at Director of Services level and should be responsible for ensuring that targets on increased level of cycling are met. We will wait and see if this is taken up by the political parties.

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