



MAYNOOTH CYCLING CAMPAIGN



Proposed Cycle Scheme at Meadowbrook Planning Reference: P82022.06

I wish to make the following submission on the proposals for the Meadowbrook Cycle Scheme:

General

1. Newtown Road, which links Maynooth town centre to Castle Dawson and other residential estates to the south west of Maynooth, is a narrow regional road with inadequate footpaths and no cycle facilities. While it is outside the area of the proposed works, the proposals fail to address traffic management in the wider Meadowbrook-Newtown area which has implications for the junction radii and the road crossings by vulnerable road users. The Council should bring forward plans for area wide traffic management in conjunction with cycle proposals for the Meadowbrook Road and Beaufield Close.
2. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government.
3. The detailed design should take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
4. The cycle track should have a 100mm wide white line marking in a buffer between the cycle track and kerb like the Straffan Road.
5. Reducing the road width and omission of the centre line marking on both roads would be more effective in reducing traffic speed than ramps where drivers brake and then speed up again.

Cross-section

6. The report claims that the cycle scheme is "high quality" but this is objectively untrue as quality is predominantly dependent on width. The cross-sections generally shows 2m wide cycle tracks and 2m wide footpath. The desired standard width of cycle track internationally including Ireland is 2m but the width shown is a sleight of hand as the 2m should be effective width not constructed width. With a kerb on the right hand side of the cycle track, a high quality cycle facility should have a buffer of 0.5m in accordance with the National Cycle Manual. At best, the level of service is category "B" – the third of five. High quality would be category "A" or "A+".

7. The Meadowbrook Road corridor boundary wall to boundary wall is relatively wide and although there are a significant number of trees, there is sufficient width to provide a high quality cycle and walking facility. In the past there was inadequate funding to provide high quality infrastructure but with the government now allocating 10% of transport investment to cycling, this is no longer the case.



8. It is noted that both Beaufield Close and the Meadowbrook Road are 7.3m wide which is excessively wide and which will encourage drivers to speed, notwithstanding the presence of four ramps/raised junctions. There is no logic to reducing them to 6.7m and 6.5m respectively. The width on both roads should be reduced to 6m and the additional space allocated to bring the effective width of cycle track up to a standard effective width of 2m and an adjoining buffer.
9. There is a pinch point at the car park of the Newtown Inn. On drawing DR/0123, the cross section shows a 2m footpath but the plan gives a combined footpath and cycle track dimension of 3.2m. Reducing the road width from 7.3m to 6.0m will give sufficient space to give 2m for a footpath, 2m for a cycle track and a buffer, albeit the buffer on the Newtown Inn side may be less than standard.

Major Junctions

Meadowbrook Road- Meadowbrook Link Road

Meadowbrook Road - Beaufield Close junction

Beaufield Close- Newtown Road

10. The report describes the facility as segregated. However, it is on road at all major junctions without any segregation and with no controlled crossing facilities for pedestrians or cyclists. The Newtown Road is a regional road with traffic levels and a different profile of traffic from local roads. It has been best practice in the Netherlands to provide protected junctions for some 50 years. Dublin City Council has now led the way in proposing protected junctions at a number of locations in the capital to protect vulnerable road users. Kildare County Council should show equal concern for the safety of Maynooth pedestrians and cyclists and provide protected

junctions with crossings (zebra or toucan) at each of the three legs of junctions in question.

Minor Junctions

11. Beaufield Close and

- Beaufield Grove
- Beaufield Drive
- Beaufield Close
- Beaufield Gardens
- Beaufield Green

Meadowbrook Road and

- Meadowbrook Avenue
- Meadowbrook Close
- Cul de sac opp Meadowbrook Lawns
- Southern section of Meadowbrook Road

At minor junctions on the Meadowbrook Road, the cycle facilities are generally at road level ie at the level of the major road. On Beaufield Close, the footpath and cycle track are generally carried through the junction but at the level of footpath/cycle track on the minor road. Both are unsafe practice and should have

- (a) "Entrance kerbs" (inritbanden in Dutch or Zip kerbs) along the main road.
- (b) The turning radii kerbs on footpaths should be omitted and footpath carried through to clearly show that pedestrian and cyclists on Beaufield Close and Meadowbrook Road have priority over traffic on minor roads.
- (c) The cycle track should be raised to the level of the footpath.
- (d) Drivers may access the minor road by crossing the footpath with an entrance kerb to slow turning traffic. The provision on the Straffan Road should not be repeated.



Entrance kerbs + continuous footpath



Straffan Rd – no kerbs + discontinued footpath

Beaufield Close Only

- 12. Adjacent to the Newtown Road, the Beaufield Close cycle track starts and finishes on the east side of Beaufield Lawn. There is no valid reason it should not extend as far as the Newtown Road.



13. *"Cyclists should not be required to look behind themselves at difficult angles in order to re-enter the carriageway"*. The triangular wedge shown in red on the plans is unsafe for cyclists merging with motorised traffic.
14. Reducing the width of road to 6m would allow the extra space to be allocated for a buffer on the section of cycle track east of the Newtown Inn