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## Submission regarding Department of Transport, Tourism & Sport's Statement of Strategy 2015-'17

### Cyclist.ie (the Irish Cycling Advocacy Network)

makes the following points for consideration in the development of the Department's Statement of Strategy 2015-2017

We suggest that the initial Mission Statement needs to be broadened to recognise the need for the different Sections/Divisions of the Department to work more creatively together where synergies are possible.

**Amended Mission Statement:** To develop the transport, tourism and sport sectors in the context of improving Irish society and assisting the growth of the economy, and ensuring that the synergies across these sectors are identified and developed

We suggest that among the High Level Goals there should be a different emphasis on Land Transport, which includes a convincing statement about the strong sustainability emphasis of the Department's and Government policy and the pressing need to de-carbonise the Irish economy. In the current Strategy there is no mention of cycling promotion.

**Amended Land Transport** To provide for the maintenance and upgrade of the transport network; to ensure the delivery of efficient transport services, with particular reference to value for money (including on a whole-of-life and cross-project basis), socio-economic needs, sustainability and safety objectives, and to deliver increased sustainable transport options., which encourage transport modal-shift away from the marked over-reliance on the private car and its associated dependence on fossil-fuels and other imports.

And we suggest two further high level goals in the context of the Department's role and the Government's long term priorities

## **New headings**

**Climate Change** Ensure that requisite measures are formulated and implemented to support the meeting of Ireland's transport greenhouse gas emission reduction targets.

**Cross-Sectoral Synergies** Ensure that the opportunities for cross-sectoral cooperation and development between the areas of Transport, Tourism & Sport and all other ministries/portfolios (<http://www.gov.ie/tag/departments/>) are fully explored and developed. Public health in particular is a crucial dimension to be given further weight in relation to sustainable transport promotion. Buy-in from the Department for Health is required.

## **Further Issues:**

- In terms of ongoing assessment and review we recommend that within the Transport Sector all projects approved should be submitted to full Appropriate Assessment (including health and environmental grounds) and Benefit-Cost Analysis / Multi-criteria analysis, in line with Department of Finance and DPER guidelines and latest practice.
- Greater emphasis is required in assessing and reporting on the success or lack of success of targets in terms of the performance indicators set out. The reasons why some targets are successful and others not, need to be part of the learning process, and feed into future decision making.
- The National Cycle Policy Framework (NCPF) was published in 2009, and a review process has been ongoing within the Department and through the Local Authority structure. The results of this review need to be made public and a second stage of consultation with NGOs and stakeholders, and finalisation of the review of the NCPF needs to be completed by end- 2014 leaving just five years to completion with new emphasis to ensure that the 10% trip target by bicycle will be met by 2020. We stress the need for appropriate human and financial resources to be made available to coordinate and steadily implement the wide package of measures which the NCPF outlines. As per p. 7 of the NCPF

The most important factors in ensuring that an NCPF is successful are as follows:

- The participation of many stakeholders across several government departments, many agencies, all local authorities and other non-governmental organisations and institutions.
- Appropriate levels of, and timely, funding for the initiatives.
- The knowledge and human resources available to implement the policies.
- Legislation and enforcement.

- The publication of the Design Manual for Roads and Streets (DMURS) set new standards for Local Authorities in making urban street design safer, more liveable, and more sustainable, as well as targeting a move to more sustainable transport use. The Department should review its application by road authorities and local authorities, and address urban design schemes that do not comply with the DMURS guidelines.
- The Department needs to undertake a review of its own guidelines, pertaining to the implementation of lower speed limits. There is reluctance on the part of Local Authorities to implement lower vehicle speed limits, due to the 'negative' / excessively restrictive wording of Departmental Guidelines. Despite the recommendations of DMURS, Local Authorities view the Ministerial Direction/guidelines as restricting the development of 30km/h zones, due to the fact that 30km/h speeds cannot be guaranteed unless the speeds are self-enforcing through the provision of physical interventions,. It is especially important that this is addressed as a matter of urgency given that the most recent RSA free-speed surveys indicate that, 'on average, 3 out of 5 motorists exceeded the posted speed limit in urban areas'<sup>1</sup>, mainly 50km/h zones so clearly 'self-enforcing' is not working
- Commitment to appointing a National Cycling/Walking Officer with full-time team and budget to advertise and promote by no later than early 2015. Such a position/team can then link with the equivalent positions/teams in all other European countries so as to continually exchange best practices and experiences – see <http://www.ecf.com/projects/national-cycling-officers-network/>
- Appointment of local authority (or regional) cycling/walking officers by mid-2015 and the creation of a network of such officers so as to continually exchange best practices and experiences
- Require road safety audits to be undertaken on all road designs and made available to the public via road authority web-sites in a timely manner. This will lead to a raising of standards of audits produced and hence, we would hope, in road safety conditions.
- Target greater integration of cycling with public transport to enable and encourage inter- modal travel. This is especially important in the outer suburbs of cities and towns and around satellite towns outside of cities where distances are too great for easy cycle commuting for most people (i.e. distances of over 10-15 km);
- RSA to change driver training to incorporate a mandatory safe interaction with cyclists module;
- RSA to introduce the Certificate of Professional Competence for taxi drivers. This is especially important in the context of taxis sharing bus lanes with cyclists and in the context of the rapid growth in taxi licences over the last decade or so;

- Require RSA to target driver behaviour towards cyclists more forcefully in TV adverts (making it clear that dangerous overtaking is an offence) across its education/instruction and communication channels;
- Require road authorities/LAs to show where 30 km/h speed limits have been introduced.
- As a matter of urgency end the public scandal where there is under-recording/re-reporting of serious injuries happening to cyclists involved in road traffic collisions (RTCs). The Garda, RSA and HSE will need to be directed to sort out this unacceptable mess with urgency and the necessary funding, data recording/GPS systems and personnel put in place if that is required<sup>3</sup>.

## References

### **<sup>1</sup> Guidelines for the Application of Special Speed Limits – December 2009**

<http://www.transport.ie/sites/default/files/node/add/content-publication/Guidelines%20for%20the%20Application%20of%20Special%20Speed%20Limits.pdf>

### **<sup>2</sup> RSA Free Speed Survey 2011 – March 2012**

[http://www.rsa.ie/Documents/Road%20Safety/Speed/Speed\\_survey\\_2011.pdf](http://www.rsa.ie/Documents/Road%20Safety/Speed/Speed_survey_2011.pdf)

### **<sup>3</sup> Bedford, D (2011) Admissions to acute hospitals for injuries sustained as a result of road traffic collisions in Ireland, 2005-2009 (for HSE)**

[http://www.hse.ie/eng/services/Publications/HealthProtection/Public\\_Health\\_/RTC-related\\_Hospital\\_Admissions\\_2005-2009,\\_A\\_Report.pdf](http://www.hse.ie/eng/services/Publications/HealthProtection/Public_Health_/RTC-related_Hospital_Admissions_2005-2009,_A_Report.pdf)