

Cyclist.ie - the Irish Cycling Advocacy Network
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Ms. Maev Nic Lochlainn
Department of Transport,
Tourism and Sport
Leeson Lane
Dublin 2

Friday 11 August 2017

Interventions to Grow Cycling & Improve Safety -Funding Priorities

Dear Maev,

I refer to the meeting on Tuesday 8th August 2017 attended by yourself, Derek O'Neill and Nicola O'Dwyer (DTTAS) and Colm Ryder, Dr. Mike McKillen and myself (Cyclist.ie). A sincere thanks for the opportunity to discuss how resources ought to be allocated in order to grow everyday cycling and improve safety. We are very conscious that the meeting took place in the context of 10 cyclists¹ having lost their lives already in 2017 - the total for 2016.

Cyclist.ie is strongly of the view that the creation of **National Cycling Officer** (NCO) post based in the Department of Transport, Tourism and Sport is a crucial step to enable the implementation of measures that, collectively, will help to grow strong cycling cultures. However, one person on his or her own can only make a limited difference in affecting change so it is essential that this person is part of a team working on cycling development, itself embedded in an invigorated Smarter Travel / Active Travel Unit within DTTAS. Furthermore and crucially, the need to stimulate a paradigm shift in transport - towards zero carbon mobility as required under the Paris Climate agreement - requires that 'active travel' cannot be a minor appendage to a broader carbon intensive transportation regime. Mobility systems and practices need to be completely recast over the coming years so that congestion diminishes, public health improves (including through eliminating road traffic casualties) and carbon intensive travel becomes a thing of the past.

In the table enclosed with this letter, I have listed the priority interventions that need to be funded. Before explaining the rationale and the choice of headings in the

¹ Or 11 cyclists if including the man walking his bicycle in Dublin city when struck.

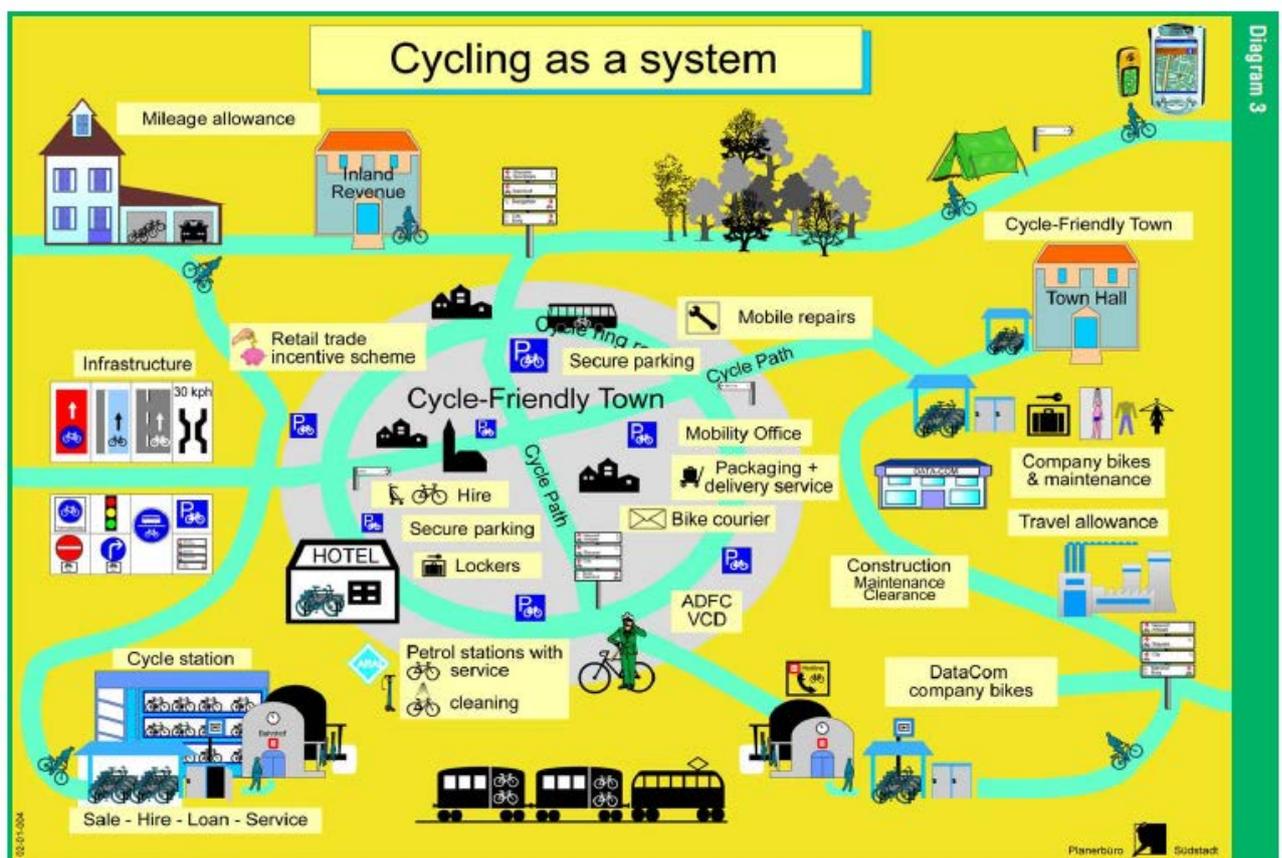
table, I wish to point to an introductory paragraph in the National Cycle Policy Framework (2009) which reads as follows:

Breadth of Interventions

There is no single action [on its own] that will prompt people to cycle. There needs to be a wide package of measures to reverse the decline in cycling numbers. These measures need to integrate with wider transportation policies as well as other policy fields such as land-use planning, road safety and health. The efforts of formulating and implementing all of the policies must be maintained over the long-term. (page 7)

Another way to think about this is to consider cycling *as a system*. All the elements of the system need to be addressed. So this means the infrastructure (both for moving and parked bicycles and links with public transport), regulatory environment / enforcement regime, fiscal/economic incentives, promotions and marketing all need to be attended to. The system cannot function if all elements are not addressed - and indeed the linkages between them which is where 'coordination of activities' (by the NCO) comes in.

This point cannot be stressed enough and is illustrated in the graphic below taken from the German Federal Ministry of Transport's *Ride your bike. National Cycling Plan 2002-2012. Measures to Promote Cycling in Germany* (page 28).



In relation to the table below I wish to highlight the following points:

- We divided up the interventions into the broad areas of:
 - Public Policy
 - Infrastructure (including integration with public transport)
 - Cycle training and driver training
 - Legislation / Enforcement / Traffic Management
 - Vehicle Standards
 - Funding and Resources
- We have included a reference to the relevant section of the NCPF because - in spite of it being eight years old now - we think it provides still, a very relevant and holistic framework setting out how to re-establish a cycling culture.
- We have drawn a broad distinction between capital investment and annual funding so as to stress the point that *both funding streams are required*. In many cases (such as with the effective enforcement of traffic law - particularly re: speeding, dangerous overtaking and parking on cycle tracks, and with the provision of cycle training instruction) it is *that funding* that is really crucial in ensuring that the road environment is safe to cycle on.
- Note that estimates for some items are preliminary estimates. Further work needs to be carried out to cost these items.
- We stress the need to concentrate, on the one hand, on making built-up / urban areas cycle and walking friendly by introducing safer, lower (30km/h) speed limits together with high quality cycle infrastructure on arterial routes and making hostile junctions (particularly roundabouts) safe for vulnerable road users; and on the other hand, for rural roads we strongly advocate the introduction of safe minimum passing distance legislation, together with greenways and high quality EuroVelo routes that link to multiple destinations such as schools, employment centres and sports grounds as well as acting as visitor attractions.
- Crucially, **whatever is being done, it must be done to the required / high standards (DMURS and the National Cycle Manual), otherwise it's wasted money** (as we saw with so much of the early badly designed and maintained cycle infrastructure).

Finally, we wish to stress the point again that spending on cycling provides an unparalleled return on investment (RoI) compared to other transport schemes: the benefits gained to the economy, society and the environment massively outstrip the costs associated with the investment². There is no other vehicular transport investment type that comes near it on a RoI front – and the contrast with the RoIs of spending on urban highway schemes (a fashionable concept from 1960's traffic engineering thinking!) is astonishing. This is perhaps the strongest reason for advocating that at least 10% of the overall transport budget should be allocated for cycling – or 20% on walking and cycling as recommended by the UN³

We look forward to hearing from you soon.

Yours sincerely

Dr. Damien Ó Tuama

National Cycling Coordinator, Cyclist.ie – the Irish Cycling Advocacy Network

Vice-President, European Cyclists' Federation

² See <https://ecf.com/what-we-do/cycling-economy>.

³ See <http://www.unep.org/newscentre/urgent-investment-needed-walking-and-cycling-infrastructure-save-millions-lives-and-combat-climate>.

Cycling Spend - Priority Interventions (dated 11.08.2017)

Item No	Item	NCPF Ref?	Implemented by...	Capital Cost (€M)	Annual Cost (€M)	Note / Comment
Public policy						
1	Everyday bicycle use to be recognised as a core element of a transport policy for the 21st century and one which supports higher level public health, climate and resource conservation imperatives.	Overarching point	Minister - and all Departments, Agencies & LA's etc.			Overarching point in all messaging!
2	The 2009 National Cycle Policy Framework document policies and actions to be built into all transport, planning and public health policies.	Implicit in the NCPF	Minister - and all Departments, Agencies & LA's etc.			Minor costs but part of NCO role to ensure this happens.
3	Every county and city council must have a high quality cycling policy (audited to best international practice standards), to include: the appointment of a recognised cycling officer, infrastructural and 'soft' / promotional elements. The quality of its cycling provision must be graded and it should have to perform an annual audit detailing the number and location of fatalities and injuries to cyclists and pedestrians, and detailed count data, and report it publicly.		LA's		0.1	
Infrastructure (including integration with public transport)		NCPF Chap 02				
4	The top 50 most dangerous urban junctions in the country should be identified and retrofitted within two years to the standards set out in the National Transport Authority's National Cycle Manual and the Department of Transport's 'Design Manual for Urban Roads and Streets' (DMURS) at a minimum. Junctions to be retro-fitted with, inter alia, priority traffic lights for cyclists.	Objective 2 Policy 2.5 & 2.6	LA's	25		Assume €0.5M per junction? Note: there are probably 50 junctions in Dublin alone that need reconfiguring, so a figure of 100 would make more sense (over 4 years).
5	All road upgrades and new roads must include provision for cycling built to standards set out in the National Cycle Manual .	Objective 2 Policy 2.7	LA's, TII	0		Minimal / zero additional cost. However, we also need a revision to the NCM - shared paths are the default provision for cyclists. Needs to change.
6	All road designs to be subject to a formal road safety audit by an independent cycling expert before work begins, to ensure that conditions for cyclists are up to standard. All road safety audits must be made available on local authority/TII websites - rather than needing to sought out Freedom of Information.	Objective 2				By having road safety audits published on websites, this will put additional pressure on road designers & road safety auditors to deliver higher quality designs.
7	Secure bike parking to be provided at all major bus and rail stations (say 50 locations nationwide with average 100 spaces at each location @ €2500 per space - ref Dublin City Centre Cycle Parking Strategy Report), plus more bike spaces on inter-city trains, and permission to bring bikes on the Luas at off-peak times (see below under legislation).	Objective 8		25		Estimated based on the work carried out by Dublin City Council (study on 'high density cycle parking provision').
8	<i>A national programme of grants for bike parking</i> at all public buildings where facilities are currently inadequate - schools, hospitals, museums, venues, shopping centres etc. Plus also at churches, supermarkets, car parks, factories, GAA and other sports pitches, plus other locations where public gatherings take place should be mandated to either retrofit or include safe bike parking in new planning applications. DTTAS should specify standards (overlooked/well lit area, no wheel grip stands etc.) and there may be possibility for central procurement to save costs. This is an easy win as should be no planning or local political implications.			20		
9	Priority Dublin (City & County/GDA) projects: Royal Canal Cycleway, Grand Canal Cycleway (Portobello to Inchicore), Liffey Cycleway, Heuston to Chapelizod cycle route, Dodder Greenway, Clontarf/Fairview to City Centre route, Clonskeagh Route, S2S southside, East Coast Trail to Balbriggan, Airport Route, 2 Quietways in suburban areas north and south Dublin			400		In Kildare, Naas should be a priority and in Maynooth a high quality cycle track is needed to a new secondary school.

10	Further Dublin projects: Develop all primary and secondary cycle routes as outlined in the GDA Cycle Network plan.			200		
11	Priority Cork projects: Extending/upgrading the Blackrock to Passage West greenway to Carrigaline, Ringaskiddy and Crosshaven, a Cork City to Kinsale greenway, a Cork City to Carrigtwohill / Middleton greenway/cycle super-highway, a Ballincollig Riverside Greenway, a Blarney/Tower Greenway, a Macroom Greenway			50		Initial rough estimate
12	Priority Waterford projects: Completing the 'last mile' from the fabulous Waterford-Dungarvan greenway into Waterford City centre. Constructing the New Ross to Waterford Greenway. High quality cycle provision on both dual carriageways approaching Rice Bridge on the North side of the River Suir			10		Initial rough estimate
13	Priority Limerick projects: Continuing the work of Smarter Travel City - University of Limerick route to extend to Annacotty (an existing path, but needs upgrading). Further stages along the Shannon: repair / rebuild the old bridge over the Mulcair (near Annacotty), extend the path to Castleconnell and ultimately Killaloe, so as to significantly improve the Lough Derg Way, making more of it riverside and off-road. Foot / cycle bridge over the Shannon, at Parteen Weir.			10		Initial rough estimate
14	Priority Galway projects: Greenway from Galway to Connemara via NUIG and crossing and alongside the Corrib. Additional priority projects in Galway including making hostile junctions pedestrian and cycle friendly.			10		Initial rough estimate
15	Priority Dundalk Projects: Link Railway Station to Bus Station, Inner Relief Road segregated cycleway, housing to services links.			2		
16	Priority projects in various other Irish towns.			50		Detailed to be teased out.
17	Priority greenways (largely outside of main urban areas - and in addition to those specified above): Completion and upgrading of the EuroVelo Network in Ireland, EV1 and EV2, much of it already in planning or completed, and the addition of a new section of Euro Velo along Ireland's East Coast from Rosslare to Larne in Northern Ireland.			300		Small annual costs required for maintenance plus promotion
Cycle training and driver training		NCPF Chap 03				
18	Access to cycle training to be available in all primary and secondary schools free of charge.	Objective 11			10	Cycle Right should be funded to the
19	Cycle safety must become a core part of the driving test, particularly for HGV and LPSV drivers.	Objective 12		0		Minimal additional cost.
20	All taxi drivers to undergo European Certificate of Professional Competence (CPC) standard certification.	Objective 12		0		Minimal additional cost.
Legislation / Enforcement / Traffic Management		NCPF Chap 05				
21	30km/h to become the default urban speed limit, including any necessary physical interventions.	Objective 16	All LA's	60		Estimated capital cost - very little.
22	Much stronger detection and enforcement of traffic legislation that affects vulnerable road users, including cyclists and pedestrians, such as speeding, use of mobile phones, dangerous overtaking, parking in bike lanes, vehicle standards, especially heavy goods vehicles, and bicycle theft.	Objective 16	An Garda Síochána			How do we estimate how much additionally this will cost?
23	Legally enforced 1.5-metre gap for motor vehicles when overtaking cyclists and where there is insufficient room they should not overtake.	Objective 16	DoTTAS			
24	Contra-flow cycling to be allowed in one-way streets with low volumes of traffic and specifically signed, as is the norm in most European cities.	Policy 15.7	All LA's			Minimal enough costs to implement - to be done by each LA
25	Cyclists to be allowed to make a left turn when traffic lights are red, but giving way to pedestrians walking on a green man, as is the case in some European countries.	Objective 15	DTTAS and then all LA's			Minimal enough costs to implement - to be done by each LA
26	Traffic lights programmed to give cyclists a head start, where appropriate, and 'green waves' provided for cyclists on heavily cycled routes.	Objective 15	DTTAS and then all LA's			Minimal enough costs to implement - to be done by each LA

27	Bring into law the "Strict Liability" clause which protects vulnerable road users in collisions with vehicles, similar to what they have in Netherlands and Denmark					
Vehicle standards						
28	All trucks to be required by law to fit sensors, audible turning alarms, extra mirrors and side-safety bars to improve safety for cyclists and pedestrians.		DTTAS			
Funding / resources / human resources		NCPF Chaps 04 & 06				
29	A minimum of 10% of the budget of the Department of Transport (and its agencies) to be provided for a multiannual funding programme for building world-class cycle routes / cycle friendly routes and promoting everyday cycling.	Policy 14.2	Depart of Finance			A sine qua non !
30	The appointment of a National Cycling Officer , to drive the cycling agenda and with the authority to ensure Local Authorities, the Government and the National Transport Authority adhere to policy. The National Officer would liaise closely with his/her European counterparts so as to be continually learning and sharing new ideas and practice.	Objective 17 (Chap 06)	DTTAS			NCO needs to be part of cycling team within an invigorated Smarter Travel / Active Travel Unit.
31	At local levels, cycling officers to be appointed in every local authority to drive the cycling programme in their area. A network of such officers would be created so as to share best practice and provide mutual support.	Policy 17.3	LAs			New positions within each LA, especially urban LAs. Otherwise reallocation of existing positions.
32	An upskilling of An Garda Síochána so that the Traffic Corps (TC) better understands cycling. It should be a requirement for all officers to have to use a bicycle in traffic on a regular basis. 'Bike Start' training to be introduced into the Garda Colleges.	Cf. Policy 18.3	DoJ			
33	<i>Properly resourced Cycling Demonstration Towns</i> which are prepared to reallocate space for cycling.			50		Initial rough estimate
TOTALS					€1,212	€10
						Note that estimates for some of the above items are preliminary. Need to be more fully costed.