

# Small Steps – Big Impact! A New Era of Cycling Development in Ireland



## Cyclist.ie Participation in the ECF 2013 Leadership Programme [July 2013-May 2014]



## Final Report to ECF



Friday, 27 June 2014



**Clockwise from top left:** Minister Dr. Leo Varadkar T.D. at launch of National Bike Week; "Cycle Chic" Fashion Show in Dublin's City Hall during Bike Week; Minister Brian Hayes with Manfred Neun, President of ECF

# 1. Introduction

## 1.1 Cyclist.ie – Ireland’s Cycling Advocacy Network

Cyclist.ie, Ireland’s Cycling Advocacy Network, was founded in 2008 so as to combine the energies and expertise of cycling advocacy organisations all around Ireland. This included the three largest groups campaigning effectively since the mid/late 1990’s - Dublin, Galway and Cork Cycling Campaigns – and a further network of Regional Cycling Promotion Groups that emerged in the 2000’s. See Figure 1 below.

Our common vision is that cycling is a normal part of transport and everyday life in Ireland. Cyclist.ie is the voice for everyday cycling in Ireland and its work covers the full breadth of cycle advocacy and promotion.

Map



Cyclist.ie is the federation of cycling advocacy groups:

- Cork Cycling Campaign / Cork Cycling Arts Festival / Cork Community Bikes
- Dublin Cycling Campaign
- Galway Cycling Campaign
- Kerry Bicycle Festival / Kerry Cycling Campaign
- Kilkenny Cycling Campaign
- Limerick Cycling Campaign
- Maynooth / Kildare Cycling Campaign
- Northern Ireland Cycling Initiative / CTC NI Right to Ride Network
- Skerries Cycling Initiative
- Sligo Cycles/Walking Matters
- Waterford Walk Cycle Campaign

We are actively working to establish new groups and to strengthen smaller groups so that they can lobby more effectively locally and Cyclist.ie can do so at a National level.

**Figure 1 - Cyclist.ie Groups in Ireland – A Screen-shot from <http://www.cyclist.ie/localgroupsmap/>**

## 1.2 ECF Leadership Programme and Cyclist.ie’s Appointment of a National Cycling Coordinator

Cyclist.ie, Ireland’s Cycling Advocacy Network, was supported for the period July 2013 to May 2014 by the European Cyclists’ Federation (ECF) Leadership Programme (2013) – which in turn is funded by its industry supporters and, in particular, the SRAM Cycling Fund.

This funding enabled Cyclist.ie to employ a part-time National Cycling Coordinator – for the first time in its history. The level of volunteer work carried out by Cyclist.ie group members has grown exponentially over the past number of years and, in particular, since the appointment of the National Cycling Coordinator. The appointment has galvanised the volunteers – there is now a consistent presence pushing and leading on projects and supporting and co-ordinating the volunteer work on a national level. The strong ethos of volunteering, coupled with the paid two day a week officer position, means that Cyclist.ie is a dynamic and powerful advocacy group that punches above its weight.

The work of the Coordinator is having a positive impact on all levels of government and this is resulting in a quantum leap forward in the recognition of cycling as a central element in transport planning and in driving cycling related projects throughout Ireland.

### **1.3 Strategic Partnerships, More Effective Lobbying and Professionalisation**

On receipt of funding, Cyclist.ie developed a strategic partnership with 'An Taisce', Ireland's 'National Trust' –an environmental organisation and statutory body under planning legislation, meaning it receives all planning applications countrywide for comment(<http://www.antaisce.org/>). This partnership enables the National Cycling Coordinator to draw on the strong local knowledge and expertise of *two networks* of groups – Cyclist.ie's and An Taisce's - and to positively influence all major proposed cycling schemes and transport projects by exploiting the natural synergies between the organisations. Some examples are provided in Section 2 below.

Overall, the appointment of the National Cycling Coordinator is adding value to the existing capacities of Cyclist.ie and creating further momentum behind a wide array of campaigns. Cyclist.ie uses sophisticated collaborative (open source)software to enable us to harness the energies of our networks of volunteers with wide arrays of expertise and skills. The arrival of the National Cycling Coordinator and the associated professionalization of Cyclist.ie is raising the impact of our work to a much higher level than heretofore, and helping to build stronger National cycling advocacy in Ireland.

### **1.4 Report Structure**

This report summarises our most important interventions over the period July 2013 to May 2014, building on Cyclist.ie's growing impact in recent years.

Section 2 describes developments at a national level.

Section 3 focuses on the local level.

Section 4 provides a short conclusion.



## 2. National Level Advocacy & Building Cyclist.ie as an Effective Lobbying Force

Cyclist.ie operates at a national level. It has led on a wide array of recent initiatives and engaged with the Department of Transport, Tourism and Sport (<http://www.dttas.ie/>) and its agencies leading to many positive critical changes in favour of cycling. This section summarises developments at a national level and also explains how the recent restructuring of Cyclist.ie is helping to strengthen cycling advocacy.

### 2.1 Creating Cycling-friendly Policies & Design Guidance – and Monitoring Implementation

Cyclist.ie has lobbied hard on and contributed significantly to the content of several key documents:

- The National Cycle Policy Framework, NCPF (<http://www.smartertravel.ie/content/national-cycle-policy>) – see Figure 4 below. We are now concentrating on ensuring steady delivery of this progressive policy.
- The Design Manual for Urban Roads and Streets, DMURS (<http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,32669,en.pdf>)
- The national Road Safety Authority, RSA, now accepts and promotes the idea of providing a 1.5m passing distance (see their road safety video: <https://www.youtube.com/watch?v=JB9d-c-M7D0> and Figures 2 and 3 below). RSA involved Cyclist.ie as technical advisers in a series of TV instructional advertisements production dealing with cycling safety (HGV safety, overtaking and looking out for cyclists and a set of 4 advisory ones).
- Irish Rail reversed its no-bikes-on-suburban trains policy (<http://www.irishrail.ie/travel-information/bicycle-information>)
- A hugely improved (open source) National Cycle Manual was published in 2011 (<http://www.cyclemanual.ie/>)



**Figures 2 and 3 – Screenshots from the RSA’s “Sharing the Road with Cyclists” videos to which Cyclist.ie contributed**

### 2.2 Reforming Irish Road Traffic Law to Make Cycling Safer

Cyclist.ie’s lobbying successes in the legislative realm include:

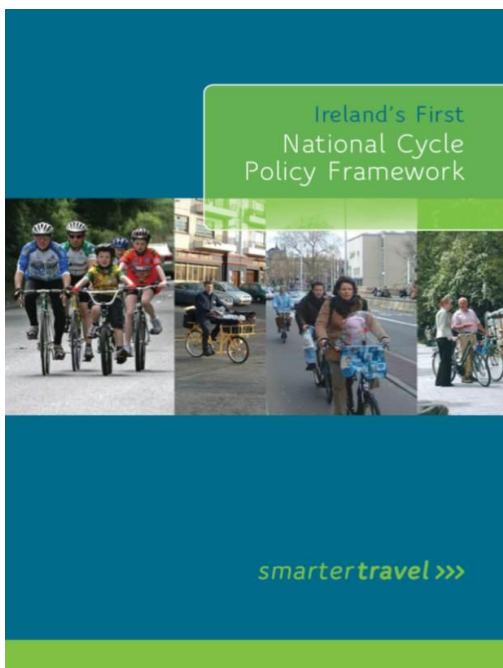
- ‘Bull-bars’ are now banned from vans, trucks and SUVs
- Vehicles’ security-glass (tinted glass) windows now must have a minimal transmittance of light so as to be able to reveal drivers’ faces. This is essential for cyclist-driver communication.
- Cyclists are now permitted to filter on the Left Hand Side (equivalent to the Right Hand Side for the Continent) alongside stationary traffic so as to reach the head of queues
- Flashing LED bicycle lights now approved
- The ‘mandatory-use’ regulation was repealed, meaning that cyclists are no longer required to use cycle tracks where provided. [This was divisive legislation because the design of many cycle tracks was very poor and the maintenance inadequate. Repealing the legislation helped to bring coherence to cyclists’ demands.]

## 2.3 Developing a National Cycle Network (NCN)

Cyclist.ie is playing a central role working with Irish authorities to develop a National Cycle Network (NCN), one strand of the National Cycle Policy Framework (Figure 4). This includes the exciting *EuroVelo* routes. We work directly with the National Trails Office (<http://www.irishtrails.ie>) to develop Guidelines & Standards for the NCN rollout, as none currently exist.

We are building strategic contacts with the many emerging Greenway groups in Ireland, to help them with their lobbying work – e.g. the Sligo Mayo Greenway Campaign (<https://www.facebook.com/slighmayogreenway>). As a result of our critical role in this process we have been nominated to be a member of the *EuroVelo* coordination committee for Ireland, due to be ratified shortly.

Planning has progressed on *EuroVelo* 2, part of the Galway to Moscow Capitals route with construction starting later this year (see 2.4 below). The astounding success of the Great Western Greenway (<http://www.greenway.ie/>) has generated huge publicity around redeveloping abandoned railway lines and canal/river tow-paths. Cyclist.ie's role has been to advise authorities on best design practice, on protecting public ownership of greenways, and in insisting on connections from all greenways to local towns and amenities in order to maximise usage for locals and visitors.



**Figure 4 – The NCPF**



**Figure 5 – A well-used Greenway in Cork City**

## 2.4 High Quality Submissions on Planning Applications

The funding support of ECF has enabled the Cycling Coordinator to respond quickly and effectively to the many 'Part 8' planning applications being made by Local Authorities as they advance various cycling schemes, many of them greenways and part of the NCN. All Cyclist.ie member groups are also encouraged to make their own submissions on planning matters thus empowering campaigners at a local level. Over the last 10 months, the submissions sent include the following:

- Kildare: Royal Canal Cycleway Part 8 (EuroVelo 2)
- Westmeath: Athlone Greenway (EuroVelo2)
- Westmeath: Mullingar to Athlone Greenway (EuroVelo2)
- Cavan: Navan to Kingscourt Greenway
- Dublin / GDA: National Transport Authority Cycle Network (via Dublin Cycling Campaign)

- Dublin / GDA: National Transport Authority Transportation Implementation Plan
- Kildare: Naas Public Transport Facilities Part 8
- Meath: Kells, Gardenrath Cycleway Part 8
- Tipperary: Tipperary Town – Link Road
- Wild Atlantic Way / meeting with Paddy Matthews of Fáilte Ireland.
- Cork County: various cycle schemes (Douglas Community Park; Inchvale Road, Cycle Link, Old Carrigaline Road)
- Waterford: Dungarvan to Kilmeaden Greenway (Figure 6 below).
- Cork City: 2014 Development Plan
- Limerick: Smarter Travel Route 2 (a 1.5km long Walkway/Cycleway along Shannon - UL Boat Club to Guinness Bridge)

Feedback from various Local Authorities, government agencies and transport planning / design consultancies indicates that the increased professionalism of Cyclist.ie's submissions has made a very positive impression, with the result that Cyclist.ie is regarded as a valuable contributor to the planning process and is shaping infrastructural schemes for the betterment of cycling. Furthermore, Cyclist.ie was supported in a number of ventures (such as the AGM of the European Cyclists' Federation) by the Department of Transport, Tourism and Sport, and by Local Government authorities.



**Figure 6 – The route of the Dungarvan to Kilmeaden Greenway in the South East of Ireland**

## 2.5 Pushing Cycling up the Agenda for the Local & European Elections / Linking the Policy Domains of Health and Transport

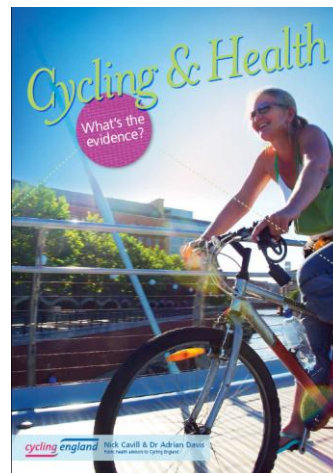
Cyclist.ie took the lead in ensuring that all prospective candidates in the recent local and European Parliament elections in May 2014 were very well informed about cycling issues and knew which issues to concentrate on. We issued online questionnaires to candidates in all political parties (and none!). A summary of results is viewable here: <http://www.dublincycling.ie/cycling/results-questionnaire-sent-local-authority-candidates-2014-elections>

A further aim has been to forge stronger links between the domains of public health and transport, and we are specifically targeting our Minister for Transport, Dr. Leo Varadkar, T.D. – a medical doctor by training – on this issue. It's time that transport and public health policies push in the same positive direction! See Figures 7 and 8 below. Dr. Mike McKillen, Chair of Cyclist.ie, and Damien Ó Tuama, National Cycling Coordinator, met with Caroline Peppard in the Health and Safety Executive (HSE) in May 2014 to start to advance this process of bringing separate departments / political portfolios together.





**Figure 7 – Minister for Transport, Dr. Leo Vardakar T.D. wearing one of our T-shirts at a National Bike Week event!**



**Figure 8 – Cyclist.ie makes good use of high quality research and publications (such as the above report) to strengthen our cases.**

## 2.6 Improving HGV Driver Training / Increasing Safety for Cyclists

Cyclist.ie was successful in securing funding from 'The Wheel', a support and representative body connecting community and voluntary organisations and charities (<https://www.wheel.ie/>), to enable 12 members of Cyclist.ie to be trained as 'Bikeability standard' cycle training instructors. This success gives Cyclist.ie further strength and credibility as a National advocacy organisation, the voice of utility cycling in Ireland.

Furthermore, in the last few months, Cyclist.ie has started a heavy goods vehicle (HGV) driver training initiative aimed at reducing collisions between large trucks and cyclists. As a result of this, a major retail chain, one of whose HGV trucks was involved in a recent fatality, accepted our challenge and this has resulted in our 'Bikeability' trained instructors being invited to run workshops in how to interact safely with cyclists in general, but in urban areas particularly. See Figure 10 below. We are confident that this will be the fore-runner of many schemes with other HGV fleets, and a model for adoption throughout Europe. The initial workshop with the HGV drivers has resulted in learning opportunities for both sides and will be developed further as a result.

The aspiration is to include the elements learned as part of Ireland's Road Safety Authority proposals for further HGV driver training. We are working to ensure the RSA will introduce a cycling module into the annual Certificate of Professional Competence (CPC) training and assessment day undertaken by goods vehicle drivers under EU law. This more recent work is building on Cyclist.ie's collaborative work in producing a HGV / cyclist safety video (<https://www.youtube.com/watch?v=gOZbnisJow>) – Figure 9.

## 2.7 Reversing 'Institutional-Blindness' to Cyclists' Real Road Safety Needs

Like our colleagues in CTC UK, Cyclist.ie is concerned about a perceived institutional-blindness to cyclists' road safety needs. CTC was so concerned that it established a Road Justice campaign (<http://www.roadjustice.org.uk/>).

We have learned - by means of a parliamentary question (PQ) directed at the Minister of Justice - that very few drivers of HGVs who had maimed or killed cyclists have faced any custodial sentence. The few that were brought to court escaped with derisory fines. Some recent cases, where cyclists have been hit by motorised vehicle drivers, leave us in no doubt that 'institutional-blindness' is at work.

Just before Christmas a mother of a college student appeared on a national radio programme to complain about police handling of a collision (RTC) where her daughter had been hit and thrown off her bike by a taxi driver trying to overtake her in an advisory cycle lane within a bus lane. The daughter was injured and although the taxi driver

stopped and gave her his details he then drove away. Witnesses called the police who came and cared for her and brought her and bike home. However the investigating police officer (Garda) formed the view that the professional driver had made an error of judgement that did not warrant prosecution.

As the voice of Irish cyclists, Cyclist.ie wrote to the radio programme producer and presenter and sent a letter to the Chief Superintendent of the local police station to complain about this decision. This is typical of the behind-the-scenes lobbying we do all the time.



**Figure 9 - A still from the HGV / cyclist safety video produced by Cyclist.ie, the Road Safety Authority, the Irish Road Haulage Association and Dublin City Council**



**Figure 10 – Cyclist.ie’s Dr. Mike McKillen (Chair) and Michael McKenna (Member of Cyclist.ie Executive) at the HGV driver training session (24/Jan/2014)**

## 2.8 Strategic Collaborations, Alliances and National Committees

Cyclist.ie has been proactive both in developing strategic alliances and in securing positions on the key National transport committees with a view to advancing cycling.

Our work on the Department of Transport, Tourism and Sport’s National Bike Week (NBW) Committee – see [www.bikeweek.ie](http://www.bikeweek.ie) – is now paying dividends. The 6<sup>th</sup> NBW was held in June 2014 and the event has become a permanent feature on the transport calendar. The work of Cyclist.ie volunteers has strengthened the commitment of Local Authorities to cycling and has provided an essential coordinating role bringing together government, commercial, sporting and other non-profit groups (Figure 11). Cyclist.ie’s work on NBW is helping to poke and prod Local Authorities nationwide to take utility cycling more seriously and to integrate cycling promotion into the health and transport programmes of government authorities and agencies. Cyclist.ie is also using NBW as a vehicle to build up our membership on the ground, thus strengthening cycling advocacy in Ireland further.

Meanwhile our work with the National Trail Office has enabled us to shape the thinking of the wider membership of their Advisory Committee and partners such as the National Roads Authority (NRA).

As well as Cyclist.ie’s strategic collaboration with An Taisce, Ireland’s ‘National Trust’ and foremost National environmental organisation, Cyclist.ie has held several exploratory meetings with Cycling Ireland ([www.cyclingireland.ie](http://www.cyclingireland.ie)) with a view to furthering collaboration on issues benefiting both utility and sporting cycling.

In 2013, Cyclist.ie was approached by Goethe-Institut Irland with a view to collaborating on cycling promotion events. Most of the staff at the institute are keen cyclists and follow our work with approval.



# PHOENIX PARK BIKEWEEK BIKE FESTIVAL



Something for Everyone! – GET ON YER BIKE!

## 15 – 22 JUNE

Check out Facebook & websites for details and registration for all events:

[www.facebook.com  
/phoenixparkbikeweekfestival](http://www.facebook.com/phoenixparkbikeweekfestival)

[www.phoenixpark.ie](http://www.phoenixpark.ie)

[www.dublincycling.ie](http://www.dublincycling.ie)

[www.bikeweek.ie](http://www.bikeweek.ie)






<b>SUNDAY 15th</b> 12.30pm – 5pm	<b>Cargo Bike Championships</b>	Great fun events / market stalls / music / prizes / try out a Cargo Bike!...and much more!
3pm	<b>Photo Exhibition Launch</b>	Photo Exhibition 'Where Will Your Bike Take You!?' / Continuing all week at Visitor Centre
<b>MONDAY 16th to FRIDAY 20th</b>		Schools events will take place each day with local schools
6.30pm	<b>Bike Tours</b>	Tours each evening at 6.30pm from Visitor Centre – see websites for tour and registration details
	<b>Free Bike Checks at Phoenix Park Bike Hire</b>	Leave your bike in and get a full bike check. <a href="http://www.facebook.com/PhoenixParkBikeHire">www.facebook.com/PhoenixParkBikeHire</a>
<b>FRIDAY 20th</b>	<b>Photo Competition</b>	Midday is deadline for Photo Competition entries. Get yours in on time.
<b>SATURDAY 21st</b> 1.30pm to 5pm	<b>Education Day</b>	Road Safety Authority Interactive Shuttle, Chesterfield Avenue – an amazing educational experience!...and Great Fun! <a href="http://www.rsa.ie/RSA/Road-Safety/Shuttle-Bus">www.rsa.ie/RSA/Road-Safety/Shuttle-Bus</a>
	<b>Adult Cycle Safety Training</b>	Think you know how to take to the road on your bike!? Take these classes and you will be amazed at what you learn – suitable for all levels of cyclists
<b>SUNDAY 22nd</b> 1.30pm to 5pm	<b>Pedal in the Park</b>	Road Safety Authority Interactive Shuttle, Chesterfield Avenue – an amazing educational experience!...and Great Fun! <a href="http://www.rsa.ie/RSA/Road-Safety/Shuttle-Bus">www.rsa.ie/RSA/Road-Safety/Shuttle-Bus</a>
	<b>Sprocket Rocket children's cycle training</b>	Let them make their first bike moves – or check their bike skills on the Sprocket Rocket course run by IMERC
2pm	<b>Hoop' Rolling</b>	Go back to the '50s and join in the fun of steering your hoops through the obstacle courses
3pm	<b>2 Special Bike Tours</b>	'Meet the Fawns' – experience and learn about the Phoenix Park deer. 'Landscape and History of the Phoenix Park'
4pm	<b>High Nelly display and Fun 6 km Cycle</b>	Be part of a 'Fun' Cycle around the Park
5pm	<b>Photo Competition Prizegiving</b>	Prize giving – Winners of the Photo competition announced.
<b>And More Great Events – visit our Bike Village – market stalls / Bike Businesses / raffles / music prizes – try out a Cargo Bike!...and much more!</b> <b>Register on the day and get 20% reduction in Zoo entry!</b>		

Figure 11 – The Phoenix Park Bike Festival, coordinated by Dublin Cycling Campaign, Cyclist.ie's lead member

Cyclist.ie and Goethe-Institut Irland organised, collaboratively, three well attended public meetings during National Bike Week (2013) and EU Mobility Week (September 2013 – Tralee in Kerry and Dublin): one with Burkhard Horn (Berlin city administration – Figure 12), the other with Joachim Hochstein (Frankfurt city administration & ADFC – Figure 13). We learned that having the Greens in power-sharing administrations helped a lot with cycling promotion in Germany. The ADFC earns revenue from consultancy work it undertakes on topics such as design of cycling infrastructure and vetting bike-friendliness of cyclo-tourism hotels, hostels, etc.

We now have a direct personal link to the ADFC as Joachim is the vice-chairman of his Saxony branch. Our aim now is to build on our contacts both with Goethe-Institut, with ADFC (with its approx. 60,000 members) and with other bodies so as to share experiences and advance cycling development collaboratively.



*Figure 12 – Cyclist.ie cycle with Burkhard Horn (Berlin city administration)*



*Figure 13 - Joachim Hochstein speaking in Dublin (Wood Quay venue)*

## 2.9 Restructuring and Re-building Cyclist.ie into a More Effective and Resilient Lobbying Force

Over the ten months the National Cycling Coordinator, as supported with the European Cyclists' Federation Leadership Programme, has helped enable Cyclist.ie to adopt new structures to make us stronger into the future.

The reorganisation of Cyclist.ie included the creation of a new **Constitution** and **Communications Document** (available on request). These elements aim to ensure that Cyclist.ie is better configured to create long-lasting positive changes in Ireland. A new **Executive Committee** has supported the reconfigured **Council** of Cyclist.ie, itself made up of two delegates from each of the 11 **Regional Cycling Promotion Groups** in Ireland – Figure 14.

Our re-configured **Working Groups** are now bedding in and advancing Cyclist.ie's core work. One group focuses on **fund-raising** and exploring options to help transform Cyclist.ie into a financially sustainable body and permanent feature of cycling advocacy in Ireland. We are now systematically assessing the potential for funding streams from Corporate, (State) Grants, Individual, Services & other sources. The Cycling Coordinator has also attended two separate full-day training courses on fund-raising run by 'The Wheel', the umbrella body connecting community and voluntary organisations and charities in Ireland (<https://www.wheel.ie/>). We are also drawing on our members' expertise in the realms of fund-raising and accountancy. We have now received our first (four figure) contribution from the Irish cycle importers and are working with the other importers. Meanwhile another Working Group is concentrating on **political lobbying** and, as above, we used the local and European Parliament elections to firmly embed cycling planning and promotion into the manifestos of candidates.





*Figure 14 – Council members of Cyclist.ie at the Strategy Day in September 2013*

Finally, we have an Working Group concentrating on **cycling training instruction** in Ireland (and we have recently been successful in gaining a new role on the revamped Cycle Training National Review Committee) and have a further group working on **media skills** with a core group participating in a professional media training course last year. All in all, the new structures in Cyclist.ie are helping us transition into being an even more effective civil society voice and a leader amongst ECF members in creating cultural change towards bicycle friendly communities.

## **2.10 Using the Success of the European Cyclists' Federation AGM / Conference to Advance our Aims**

Cyclist.ie hosted a very successful ECF AGM 2014 with the main meetings taking place in Dublin followed by 3 days of cycling and socialising in County Sligo in the North West of Ireland. In the programme of events, we had dedicated sessions for Local Authority and government decision-makers, and a public event to which key politicians were invited (Figure 15). We used professional conference organisers so as to ensure that the events received maximum coverage in print, radio, TV, online and other media. <http://www.ecf.com/about-us/agm/call-for-application-to-organise-agm-2014/>



*Figure 15 – Minister Brian Hayes (now elected as an MEP) and ECF President Manfred Neun at the ECF AGM in Dublin*



## 3 –The Work of Cyclist.ie Groups at a Local Level

### 3.1 News from Dublin - Cycling on the Rise in the capital!

Dublin Cycling Campaign (DCC) has been at the forefront of cycling advocacy locally in the Greater Dublin Area (GDA) and nationally for over 20 years (Figure 16). The campaigning is spearheaded by engaging in the work of the local (statutory) Transportation Strategic Policy Committees (SPCs) and (non-statutory) Cycle Forums. It has succeeded in its battles to be appointed to the SPC's of Dublin City Council, Dun Laoghaire Rathdown County Council (DLRCC), Fingal Council and most recently (in Dec 2013) South Dublin County Council – and its lobbying has helped to create a Cycle Forum in Dublin City with DLRCC now looking to do likewise. These are all important committees which enable us to advance a wide range of policies and exploit opportunities as they arise. Dublin Cycling Campaign and Cyclist.ie are now known as the 'Go-To Organisations' for all local government bodies, and for private consultancies.



**Figure 16 – Twenty Years of Campaigning are now Yielding Real Results!**

Thanks to its volunteer team of IT experts, it uses the *Open Atrium* open source collaborative software (<http://openatrium.com>) - and a wider suite of online tools - to enable the core Campaign team to harness the energy of its wider membership and supporters which includes professionals from a number of fields. This makes all the difference when preparing high quality submissions to each of the Local Authorities. See Figures 17 and 18 below.



February 2014

Dun Laoghaire Rathdown County Council,  
Senior Engineer, Transportation Traffic,  
County Hall, Marine Road, Dún Laoghaire, Co. Dublin

*Submission by Dublin Cycling Campaign on the Blackrock LAP dated Jan-2014*

#### Overview

The following are the observations from Cyclist.ie and the Dublin Cycling Campaign on the Blackrock LAP.

Dublin Cycling Campaign has always been in favour of the concept of an S25 coastal cycling/walking route. While acknowledging the difficulties that various sections of this route pose for planners/developers, we strongly refute the reasoning outlined in Section 9 of Blackrock LAP on the proposed rerouting of this long planned route. We urge DLRCC to carry out a comprehensive and balanced EIS, as stated in SL093 in Chapter 1 of the LAP. It is vital that DLRCC re-instate the plan to have a proper Sutton to Sandycove cycle route along the coast.

We must seek restrictions on the usage of HGVs in the Blackrock area, in particular articulated HGVs. The streets in Blackrock are too narrow and there are too many schools in the area to allow such large machines unrestricted access to the area.

We feel that a 30kph speed limit should be implemented in the Blackrock Village and all slip turns in the Blackrock LAP need to be designed out to afford pedestrians and cyclists a better environment for walking and cycling.

**Figure 17 – An excerpt from a recent submission on the "Blackrock Local Area Plan" (full submission: <http://www.dublincycling.ie/node/848>)**

#### ESB Link Road and Blackthorn Road junction

There is a lot of Shared Space at this junction between pedestrians and cyclists.

- This junction layout is confusing for both cyclists and motorist
- Traffic light sequencing would be difficult
- There is little provision in the junction to protect cyclists

We have a revised drawing of what we think the junction should look like. This revision offers the following benefits.

- The cycle passage through the junction simple and clear.
- Junction should be narrowed to make it more pedestrian and cycle friendly, a narrower junction will reduce crossing times for pedestrians and cyclists and reduce traffic speed through the junction.
- Cyclist crossing should follow a straight line from the cycle track.
- Separate cycle traffic lights should be installed and integrated with the traffic light sequencing.

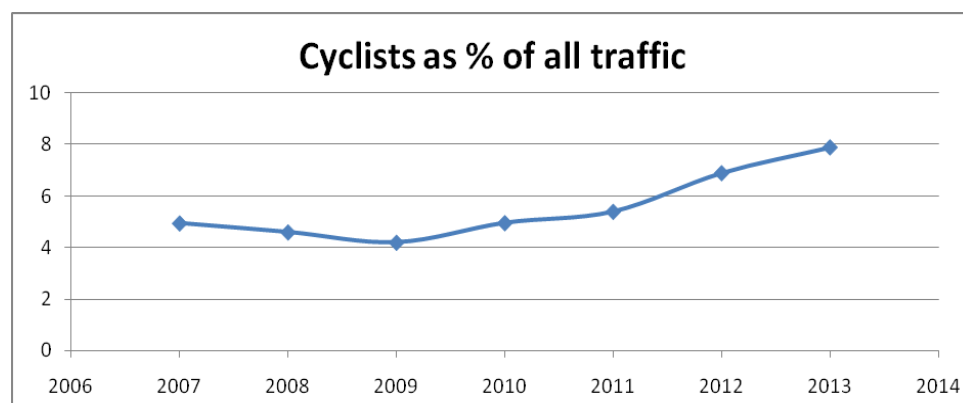


Figure 14: The proposed layout, which will be confusing to cyclists and motorists



**Figure 18 – An excerpt from a recent submission on the "ESB Link Road" (full submission: <http://www.dublincycling.ie/node/847>)**

The Local Authorities in Dublin recognise the added value that DCC brings to the table through its professional expertise and on-the-ground know how. This has been a crucial element in helping to grow cycling in the Dublin. Figure 19 below maps the steady increase in cycling in Dublin city over the past 10 years – and this is before some proposed major cycle schemes are to be constructed! With the right campaigning input, we can double this % again!



**Figure 19 – The steady rise in cycling numbers in Dublin over the past 5 years. (Report to Dublin City Council Cycle Forum - Dublin City Centre Cycle Count - May 2013)**



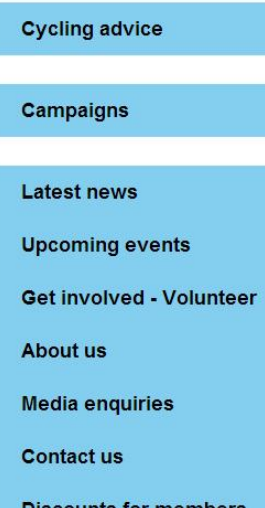
**Figure 20 – “Dublin Bikes” Advertising Pillar publicizing the expansion of the scheme.**

Other positive cycling developments and initiatives in Dublin:

- Dublin voted the **9th most cycle friendly city** by the respected *Copenhagenize* organisation: <http://copenhagenize.eu/index/index.html>
- The expansion of the very successful **Dublin Bikes public bike scheme** from 550 bikes to 1500+ bikes – Figure 20 above). We are actively supporting this venture as it is helping to normalize urban cycling.
- Dublin Cycling Campaign, collaborating with Dublin City Council, produced a series of **five videos** for online dissemination to promote cycling in Dublin. Check them out! <http://www.dublincycling.ie/videos/dublin-cycling-stories-georgia> and Figure 21.



**Dublin Cycling Stories - Julie**



**Figure 21 – One of the new Dublin Cycling Stories promotional films (as found on [www.dublincycling.ie](http://www.dublincycling.ie))**



- The promotion of the bicycle as a daily means of transport through **monthly public meetings** on serious and light topics related to cycling: <http://www.dublincycling.ie/node/846>
- Occasional **Conferences and Workshops/Seminars** on cycling topics in conjunction with other agencies, including Government, Local Authority, Corporate, Cultural Offices etc.
- Regular **'social cycles'** in the Greater Dublin Area to introduce people to attractive cycle routes
- Regular **stalls at major public events including festivals**, including Ireland's premier festival St Patrick's Festival, and other Bike events
- Regular appearances on topical **radio programmes** to respond to issues related to cycling
- Coordinating the annual **National Bike Week** program for Dublin, and ensuring that there is a full suite of cycle events for all ages.
- **Membership rewards scheme** with Dublin bike businesses, to encourage members to avail of discounts at bike businesses – Figure 22 below.
- **'Bike Buddy'** scheme to encourage adults to take up the bicycle as a regular means of transport
- On a National basis, DCC **supports the growth of Cyclist.ie** the national cycling advocacy body, and works with national agencies in: planning and promoting National Bike Week, developing Guidelines and National Standards for Green Cycle Routes; developing funding streams for cycle projects through EU regional assemblies
- Promotion of the bicycle through our **Website, Facebook, Twitter** which continue to grow in traffic.
- DCC's **newsletter is mailed to 2500+ recipients** monthly
- Working with Ireland's Road Safety Authority on improving the 'windscreen view' of car drivers, and promoting **better safety in general for vulnerable road users**.
- Developing **on-road cycle training** for school children in particular.

Dublin Cycling Campaign (DCC) believes it is one of the busiest and most effective city cycling campaigns in Europe – and a lead member of Cyclist.ie, Ireland's Cycling Advocacy Network! To get a deeper flavour of DCC's work, take a look at its 2012-13 Annual Report (<http://www.dublincycling.ie/node/831>) and suite of monthly newsletters (<http://www.dublincycling.ie/newsletters>). It's non-stop work and it is making a real difference!



**Figure 22 – The (Halloween!) Launch of the Cycling Rewards Scheme – Supported by bicycle shops in Dublin**



### 3.2 News from Kerry

Kerry Bicycle Festival is a free festival of diverse events which celebrates the bicycle and the benefits of cycling. It encompasses a week long program of cultural, social and recreational events. See <http://kerrybicyclefestival.org/> It was established in 2008 in order to raise the profile of cycling culture in Kerry. It also aims to make cycling more accessible and attractive and to it as a healthy, environmentally sustainable and cost effective mode of transport.



**Figure 23 – The Kerry Bicycle Festival (KBF) organizers promoting cycling on a sunny day in the Kingdom of Kerry! Figure 24 – The KBF logo!**

This year the Kerry Bicycle Festival was selected as the Irish action as part of the European Commission's Sustainable Urban Mobility Campaign 'Do the Right Mix'. In association with Cyclist.ie, a public talk on cycle advocacy was held with guest speaker Joachim Hochstein from Frankfurt Stat cycling office / ADFC – and as a result of this meeting, a fledgling “Kerry Cycling Campaign” was established, a further expression of the growth of cycling advocacy and cycling in Ireland! Additionally, further meetings were brokered for all those involved in cycle development in County Kerry - engineers, tourism officials, sports development departments, environmental departments, those involved in trail development, and politicians– all keen to meet Joachim to learn from the cycle promotion model in Frankfurt.

The group also made submissions during public consultation processes in regard to a number of planning applications and development plans. Again, these behind the scenes activities are making an impact and helping to realize some high quality cycling schemes in Kerry – while also helping to reject plans that push cycling behind. All in all, the events are receiving great publicity and putting bicycling back on the agenda in the Kingdom of Kerry!

### 3.3 News from Limerick

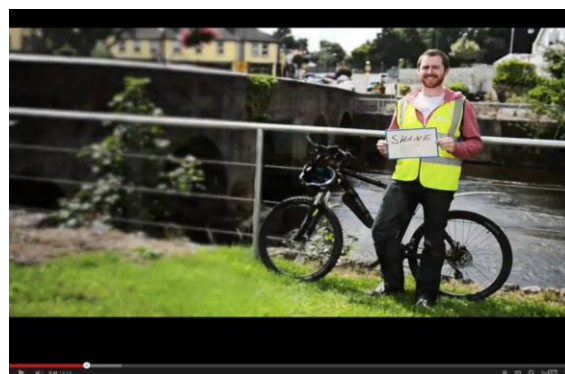
The Smarter Travel project (<http://www.limerick.ie/smartertravel/>) is the Good News story for cycling in Limerick. This is a broad programme promoting sustainable transport and ensuring that cycling is kept centre-stage. Cyclist.ie's group, Limerick Cycling Campaign, has established good relations with the main players in Smarter Travel, and are providing them with ideas and support as they promote cycling in a systematic and creative way within the programme. See Figures 25 and 26 below.

Furthermore, Limerick Cycling Campaign representatives attended a [National Cycle Planner](#) meeting, re plans to expand the project to include Limerick and presented the work we did on the [Limerick Cycling Map Project](#), which may be used as input into the NCP project for Limerick.

The other great news in Limerick is that a [Public Bikes Scheme](#) has been announced for the city.



**Figure 25 – From the Smarter Travel Limerick**



**Figure 26 – A still from a cycling promotion film produced by Smarter Travel Limerick**

### 3.4 News from Cork

Cork Cycling Campaign, Cork Cycling Festival and Cork Community Bikes form the three prongs of the cycle activism scene in Cork which, when combined, are setting in motion a number of processes to change the culture of Cork.

**Cork Cycling Campaign** has maintained a strong presence as the voice for ordinary, everyday cyclists since it emerged in the late 1990's and is regarded as 'punching well above its weight' in terms of its impact on local transport policy and practice in Cork. The Campaign is represented on the Cork Transport and Mobility Forum (<http://transportandmobilityforum.com/>) alongside representatives of bus and rail companies, Cork City and County Councils, South Western Regional Authority, Health Service, University College Cork, Cork Environmental Forum and others. The Campaign has been very successful in putting cycling on the agenda and educating the other Forum members on cycling matters.

It also makes submissions to Cork City and County Councils on many proposals. It is making an impact by contributing its 'on the ground' knowledge and understanding of best international practice. It is in the forefront of the officials' minds when they go to plan a new traffic layout or junction adjustment. It has a good relationship with the Traffic and Engineering Divisions within the Councils and the City Council's Traffic Department often asks them to comment on plans. Its projects also include the annual cycle count which augments the traffic count by the Council.

Three members of the Campaign availed of the Cyclist.ie-organised cycle skills training course and are not certified trainers. Since then it has trained both school children and adults during various events:

- Mix your transport modes month (March);
- Bike Week (June);
- Cork Cycling Festival (July);
- Road Safety Week (October).

With the imminent arrival of a public bike scheme in Cork city, the slow realisation of a city-wide 'Movement Strategy' and the prioritising of an Urban Cycle Network, as well as plans for Greenways linking the city to Kinsale and West Cork, the Cork Cycling Campaign is helping to maintain a profile for everyday cyclists in the republic's second city. There is now a steady growth of Campaign members which promises to make 2014 an exciting time for cycling in Cork.

**Cork Cycling Festival** is a celebration of bicycle culture in Cork, welcoming all ages and walks of life with a special focus on family-friendly events and has been an annual event since 2008. The 2013 Festival drew residents into the city centre and even led some American tourists to make special visits to Cork. Events included Polish Cuisine Cycle, a Traditional Music Cycle, and the Electric Night Cycle. This last was an evening spin along the sea – ending with an over 50-cyclist parade back into the city centre. The Cork Cycling Festival also led a large group from Atlanta, Georgia to add Cork to their itinerary. The group included the co-founders of the monthly Mobile Social rides and their visit –

including a bike-powered Viking Ship sailing around the city – inspired them to start planning their own cycling Festival in Atlanta. These visitors joined a diverse crowd of Irish and international Cork residents in exploring the city and countryside on bike during the week-long festival. Run by volunteers, the Festival is a fun, colourful event seeking to encourage everyone to hop on their bike and explore! See [www.corkcyclingfestival.com](http://www.corkcyclingfestival.com)

A further encouraging addition to the cycle advocacy scene in Ireland is the growth of the Clonakilty Bicycle Festival in West Cork, now in its 3<sup>rd</sup> year - <http://clonakiltybicyclefestival.org/> The festival includes a wonderfully diverse array of events – indoor and outdoor – all aimed at drawing the bicycle back into the centre of normal life in an Irish town. The organisers have received excellent publicity for their events (Figure 28 below) and Cyclist.ie members and the National Cycling Coordinator were delighted to support their “West Cork Greenway” event this year.



**Figures 26 and 27 –The Cork Cycling Festival!**

**Cork Community Bikes** is a cooperative workshop run by Cork Cycling Campaign that gives bicycle maintenance courses to adults and teenagers. Members of the public donate bicycles not in use and members collect discarded bicycles from dumps and recycling centres. These are either stripped for re-usable parts, or re-built by experienced members. Expert members advise and help those with less mechanical knowledge and experience. Cork Community Bikes demonstrates the wide possibilities of basic bicycle technology by building pedal powered machines and unusual pedal powered vehicles (for multi person use or transport of large objects) or pedal powered art projects. At events in the city aimed at promoting everyday bicycle use, Cork Community Bikes often holds bike maintenance clinics. All in all, the Community Bikes are an integral part of the cycling advocacy scene in Cork helping to normalize everyday bike use and transform Cork into a bicycle paradise!

### 3.5 News from Galway

The big cycling project for Galway in 2014 is the rollout of the Bike Share Scheme which is scheduled for summer/autumn 2014. Other positive initiatives include the creation of the National University of Ireland Galway's 'SPIN' Bike Rental Scheme in September 2013 – (<http://www.su.nuigalway.ie/index.php/officers/item/759-nuig-campus-bike-hire-scheme-spin>). In terms of results from lobbying by Galway Cycling Campaign, the group succeeded in getting the cyclist hostile multi-lane roundabouts on the N6 removed, having the unsatisfactory on-road (N59) element of the Connemara Greenway reduced and the Dingle Greenway scheme revised. More information on <http://www.galwaycycling.org/>



### 3.6 News from Kilkenny

The newest member group of Cyclist.ie, Kilkenny Cycling Campaign, was officially launched in the City Town Hall on the 12th of Sept 2013. There are already about 40+ registered members and Kilkenny Cycling Campaign is getting the support of the Local Authority to become established and become an effective player to regenerate Kilkenny's cycling culture. Dr. Mike McKillen, Chairman of Cyclist.ie, gave a presentation at the inaugural meeting building on the presentation by Damien Ó Tuama, the National Cycling Coordinator, a few months earlier.

At the November 2013 meeting, the Borough Council engineer explained what Kilkenny had done so far on the cycling promotion front and he presented Kilkenny's "Active Travel Towns Submission" to secure National level funding. This positive shift shows that the concerns of pedestrians and cyclists have finally reached the Council. The Garda Síochána, Ireland's National Police Service, also provided input to this Cycling Campaign meeting in regard to improving motorists' attitudes to cycling.

A direct outcome of this meeting was a submission to the Council with suggestions on how to integrate and promote cycling in the Brewery Masterplan, a major development in the centre of Kilkenny. The work of the new Cyclist.ie group is now also helping to advance further positive proposals in regard to the construction of dedicated cycle / pedestrian bridges in Kilkenny.



**Figure 28 – Clonakilty Bicycle Festival getting the front cover of the 2014-15 Visitor Guide in West Cork!**

### 3.7 News from Sligo Cycles

Cycling advocates in Sligo, Gemma Woods and Patricia Gardiner, took up the offer by Cyclist.ie to take part in a cycle skills training programme. As a result, they become certified cycle skills trainers and since then hundreds of children and many adults have achieved or are now working towards fulfilling their full Road Safety Training for Cyclists programme run by Gemma and Patricia – Figure 29.



**Figure 29 – Children receiving expert cycle training instruction from Cyclist.ie members in Sligo**

The cycling advocacy group they are part of, Sligo Cycles, meet with transport officials in the Local Authority to promote better cycling infrastructure, given the lack of cycle lanes or safe roads for children to cycle to school. They took part in the St. Patrick's Day Parade to promote their work and bring new members on board.

The Sligo campaigners also used the post-ECF AGM cycle tour of Sligo as a political lobbying event in itself and are now engaging more successfully with authorities in Sligo.



**Figure 30 – Civic Reception with dignitaries of Sligo County Council (and the ECF and Sligo Cycles) April 2014**

## 4. Conclusion

Cycling in Ireland is going through a boom time with imports of bicycles totalling over 270,000 (2010 figure, Central Statistics Office data) compared with car sales figures of just 88,373 (2010 figure, Society of the Irish Motor Industry data). Transportation cycling is on the increase, particularly in urban areas.

Cyclist.ie has been at the forefront of reshaping government policies at national and local levels which underpins this rise. We are continuing our hard work so that the increase in cycling and bike sales gain pace – and so that it is not only in urban areas that cycling becomes normalised.

We are committed to lobbying effectively so that we reach our National target of *10% of all trips by bike by 2020* (National Cycle Policy Framework, 2009) and realise that this means bringing the cycling modal share up to even 20% in our cities and towns.

We are punching well above our weight as we build an array of strategic alliances and use our presence on government committees to best effect. The ECF Leadership funding has provided us with further momentum to become an even stronger lobbying force and permanent feature of advocacy in Ireland.

We look forward to realising our vision of making cycling a normal part of everyday life in Ireland with the continued support of ECF.

**Damien Ó Tuama**  
**National Cycling Coordinator**  
**Cyclist.ie – the Irish Cycling Advocacy Network**

Friday, 27 June 2014

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