



## Local Authority Seminar Thu 24 April 2014

### Mike McKillen's (Chairman) Welcome & Introduction

It's sad to relate that a male cyclist was fatally injured today in a hit-'n-run impact with a car in Loughrea. That's 4 pedal cyclist fatalities already in 2014, which is far from acceptable. In 2013 we managed to bring cyclist fatalities nationally down to the lowest ever at 5, which is a tribute primarily to traffic engineering interventions and Road Safety Authority campaigns.

With that in mind, I offer you a muted welcome to this seminar about developing cycling projects, which is promoted and sponsored by the Department of Transport, Tourism and Sport and kindly hosted here at the Wood Quay Venue by Dublin City Council.

### What is Cyclist.ie – The Irish Cycling Advocacy Network (ICAN)

Cyclist.ie was founded in 2008 in response to the consultation process preceding the publication of the government's National Cycling Policy Framework (NCPF, 2009) with which you all will be familiar. That policy sets a target of 10% of everyday trips to be made by bike by 2020.

Government wanted to talk to a single entity for everyday cyclists so Cyclist.ie- The Irish Cycling Advocacy Network (ICAN), was created as a federation of all the everyday cycling/walking advocacy campaigns/groups on the Island. At present there are some 11 member groups including the NI Cycling Initiative /CTC plus some cognate groups and the network is growing steadily. Cyclist.ie, and prior to that Dublin Cycling Campaign (21 years in existence) have been members of the European Cyclists Federation for over 15 years now.

Some of us are members of its Scientists for Cycling and Helmet sub-groups.

The map shows where these Regional Cycling Promotion Groups (RCPGs) are located:

<http://www.cyclist.ie/localgroupsmap/>

Basically most of the urban areas with a third-level institute have a RCPG. If you need to consult locally then we would urge you to make formal contact with these groups because their members are everyday cyclists who use their bikes for commuting, socialising, shopping etc. Many are also cycling tourists with extensive experience of greenway and

other roads cycling in EU countries. Please remember that by choosing to use a bike they free up road space for those who really do have to use a car for their business. They are to be cherished in your traffic management systems/transport plans.

With transport greenhouse gas emissions forming a relatively large proportion of the non-traded sector emissions there is an onus on roads authorities to make sure this modal-shift away from cars actually happens – and FAST! 2020 looms and we are well off the 10% national target in the NCPF.

### **Some Issues to ponder on today**

#### **Cyclists are not pedestrians on wheels**

As a Road Authority under the Roads Act (1993) you have a statutory duty to provide for their needs too. Under the Road Traffic Acts they are driving a vehicle when riding their bikes. They are not pedestrians on wheels. They are TRAFFIC!

**s. 13. (5).** In the performance of their functions under *subsections (1) and (2)*, a road authority shall consider the **needs of all road users**.

#### **Where are those bikes?**

Census 2011 – 2.4% of commuters (work, school & college) cycled; 69% did it by car (driver or passenger). Only 39,803 adult commuters actually cycled out of a total commuting population of 2.7M. Many workplace commuters are driving for a trip distance of less than 5 km – easily done by bike in 15 min. 427,993 commuters’ trip time (age over 15 yr) is less than 15 min.

<b>Census Year</b>	1986	1991	1996	2002	2006	2011
<b>Bicycle Trips</b>	146962	130194	99008	57842	53960	61177
<b>Total</b>	2026881	2083385	2236335	2501635	2794225	2794133
<b>Bicycle as a share of total (%)</b>	7.25	6.25	4.43	2.31	1.93	2.19

***Absolute numbers (males & females) usually resident and present in the State on census night who used a bicycle as their main means of travel to work, school or college. Also shows total numbers and bicycle modal share. Central Statistics Office (2012)***

The table below shows how many bicycles vs new private cars were imported into The Republic of Ireland between 2011-2013. Approximately 3-times as many bikes are typically imported compared to new cars. But where are they because we don't see them out in traffic on our roads?

### **Bike vs Private Car Imports (IRL)**

<b>Year</b>	<b>New Car Imports</b>	<b>Bike Imports</b>
2011	86,932	247,604
2012	76,256	271,807
2013	74,300	227,426

Cyclist.ie asks, why there is such poor provision for their enhanced road safety needs in traffic when the numbers of bicycles imported each year vastly exceeds the number of new car imports by almost a 3X difference. [Data from CSO and SIMI]

If there are so new many bikes in homes around the country then why aren't they being used each day? This is your key question today.

### **Dangerous Overtaking of cyclists by drivers**

We have lobbied the Road Safety Authority to tackle the 'dangerous overtaking' of cyclists by drivers safety issue and the RSA has been running a short safety advisory on TV telling drivers to give cyclists 1.5 metre clearance when overtaking. [It is covered by SI No. 182 of 1997, s. 10]

<http://vimeo.com/61895259>

There are still drivers who don't seem to have got this message or understand why it's so important. It is the main issue reported to us by riders who say it scares them off from cycling to work. It is why most parents won't permit their children to cycle to school.


We are worried that some professional drivers in particular are not getting the message and we call on the RSA to introduce mandatory CPC assessment for taxi drivers operating in bus lanes where this issue can be tackled.

We call on An Garda to specifically address this penalty-point offence. We would like the Garda to publish its figures for detection and enforcement for this offence in relation to cycling promotion.

## Road Safety Audits

As you know the NTA issued its revised National Cycle Manual ([www.cyclemanual.ie](http://www.cyclemanual.ie)) in 2012. This provides you with good guidance when planning for cycling. We plead with you to adopt the 'Hierarchy of Provision' approach to traffic management as captured in the NCPF.

Please consider and then implement the first four provisions before you opt for cycle tracks/paths.

<b>Consider first</b>  <b>Consider last</b>	i. Traffic volume reduction
	ii. Traffic speed reduction
	iii. Junction or hazard site treatment, traffic management
	iv. Reallocation of carriageway space
	v. Cycle tracks away from roads
	vi. Conversion of footways to shared use for pedestrians & cyclists

Many cyclists are reporting to us that schemes are implemented without considering the first two elements of the Hierarchy and worse still no formal Road Safety Audit process is available on any road authority web-site for these schemes.

We call on roads' authorities to undertake formal Road Safety Audits and promulgate them on your public web-sites so that we can read them. They must be regarded as public documents from now on.

## Cycling Skills brochure

In your packs you will find a brochure entitled 'Cycling Skills' published in 2009 by Galway Cycling Campaign/Cyclist.ie with sponsorship from the then Department of Transport.

It shows you what way cyclists will position themselves on roads in order to protect them and to indicate to drivers what changes in direction they may wish to undertake. If you are planning for cycling and you are not a regular cyclist then this is important reading for you.

## Cycling Skills Trainers

12 of us in Cyclist.ie are qualified and certified cycling skills instructors under the UK 'Bikeability' scheme. We are the equivalent of an ADI for cycling. 'Bikeability' instruction takes place in traffic and not in school yards or parks.

You can get a list from us at: [cyclist.ie@gmail.com](mailto:cyclist.ie@gmail.com)

## **Why no Cycle Forum in your LA?**

Dublin City Council has had a Cycle Forum for approx 4 years and it helps to foster a culture of continual development and sharing of cycling ideas and the development of greater mutual respect between all parties. Other LA's in the GDA are following suit.

Do you have a Forum?