

# Department of Transport cycling policy

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Sustainable Transport division

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# Sustainable Transport division, Department of Transport

- The promotion of sustainable means of transport – walking, cycling and public transport with the principal objective of **meeting energy and emission consumption reduction targets**, through the establishment and administration of funding programmes for the development of infrastructure to support sustainable transport AND behavioural change programmes to promote the use of sustain transport modes.

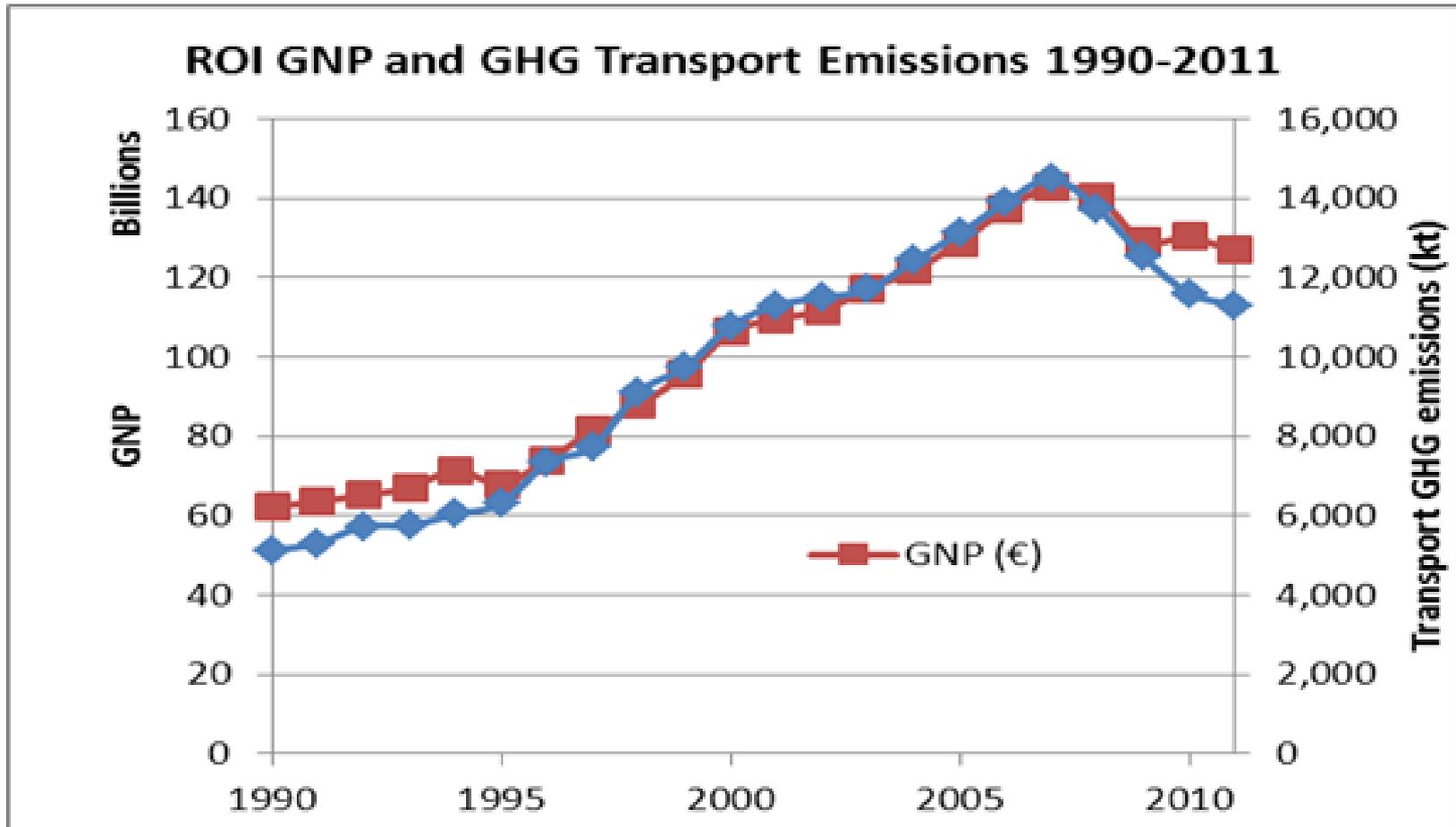
# Climate Change Bill

- Obligation to contribute to the EU objective of reducing GHG emissions by 2050
- Commitment to deliver long-term low carbon development strategies
- Climate Change Bill sets out statutory obligations in relation to development of a National Low Carbon Roadmap – including a sectoral roadmap for transport

# Transport Sector Emissions Profile

- Transport represented 27% of Ireland's non-ETS emissions in 2012 (non-ETS includes transport, agriculture and home energy use)
- Between 1990 and 2011, transport emissions increased by 110%
- Transport emissions decreased by 3.5% in 2012. Fifth year in a row of reported decreases following significant growth up to 2007.
- Reasons for decrease – Economic downturn, changes to motor tax and VRT, Biofuels Obligation Scheme

# Economic Output v Transport Demand



# Transport sector roadmap

- Consultation on Transport Issues paper held December 2013 – February 2014
- Roadmap being finalised in DTTAS for submission to Department of Environment
- D.Env will publish as a draft in summer 2014

# It's not just about climate change

- Reduce car use and congestion
- Improve communities and neighbourhoods
- Increase safety for vulnerable road users
- Improve health and fitness

# DTTAS cycling investment

- Current multiannual funding programmes 2011-2016
  - National Cycle Network
  - Active Travel Towns
  - Smarter Travel Areas
- Replacement programmes
  - funding, EU and domestic
  - policy

# DTTAS cycle funding policy

- Local authorities central to delivery of cycle projects
- Projects must be fully considered, not be ad-hoc eg Active Travel Town strategies
- Projects must be promoted – behavioural change measures are not optional
- All projects are demonstration projects – what works best?

# Cycling project funding sources

- National Government – post 2016 not yet committed
  - Transport
  - Sports
  - Tourism
- Local government
- Private sector (eg city bike schemes, local development sponsored by local businesses)
- EU funding under Interreg funds

# EU funding – 2014-2020

- Eurovelo routes included in TENS-T so priority funding a possibility
- Other cross-border routes eligible for funding
- DTTAS working with UK to develop proposals for joint bids for funding
- Potential for cycle promotion with EU funding also being considered



# DTTAS cycling policy developments

- National Cycle Policy Framework – review underway, due Q3 2014
- National Standards for Cycle Trainers – in preparation, qualified trainers to be in place by September 2015
- Guidelines for the development of cycle infrastructure and review of the NCN scoping study – underway
- Bike Week 14-23 June 2014