

**Cyclist.ie wants the Government to tackle Climate Change, our Health Crisis, and get better value for taxpayers' money, by prioritising investing in cycling.**

We are calling for

**10%** of Ireland's Land Transport Budget to be spent on Cycling

### 10 Reasons to Prioritise Investment in Cycling



Cycling investment provides excellent value for money



Increasing cycling for transport will help Ireland meet our Climate Change obligations



Increasing cycling helps tackle congestion



Cycling doesn't generate air or noise pollution



Cycling improves public health by helping more people meet physical activity guidelines



Interventions to boost cycling can create better public places



Cycling can improve psychological well-being



Cycling is an affordable mobility option for all



Investing in cycling will improve safety for cyclists and for other vulnerable road users



Cycling can boost local economic activity

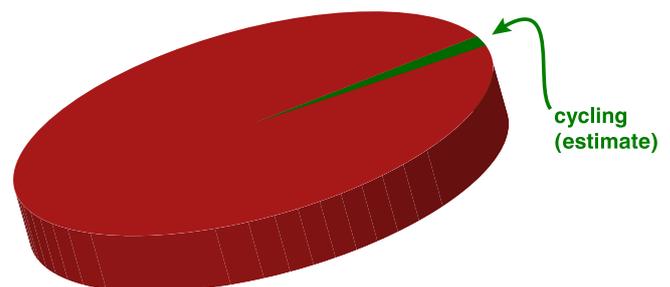
[www.allocate4cycling.ie](http://www.allocate4cycling.ie)



[#allocate4cycling](https://twitter.com/allocate4cycling)

### What is the current situation?

- From the available data, we estimate that at present only 2% (approx.) of the transport capital budget is invested in cycling
- The UN Environment Programme calls for 20% of transport funding to be spent on walking and cycling
- 15 cyclists were killed on Irish roads in 2017 as a result of a collision involving a motorist. This was the highest number of cycling deaths in one year in a decade.
- Transport accounts for 20% of Ireland's overall greenhouse gas emissions
- The Healthy Ireland Framework and the National Physical Activity Plan recognise that active travel can play an important role in improving the health and wellbeing of the population. Large numbers of people in Ireland currently are not meeting recommended levels of physical activity. Insufficient physical activity is a risk factor many chronic diseases.
- Car dependence imposes significant economic costs on Irish society. The cost of congestion alone in the Greater Dublin Area was €358m in 2012 and is likely to have increased since in tandem with economic growth. The cost of congestion for all of Ireland in 2012 was roughly €1.8bn. The DTTAS Strategic Investment Framework for Land Transport states we must tackle urban congestion through improving walking and cycling infrastructure in addition to investing in public transport.



Land transport budget 2017

# Cyclist.ie's Budget Priority Recommendations:

## 1. Prioritise Investment in High Quality Safe Cycling Infrastructure

- 10% of the Land Transport Budget to be invested in high quality cycling infrastructure.
- Expedite the development of strategic cycling infrastructure projects. All planned primary and secondary cycle routes in major towns and cities and all projects in the GDA Cycle Network Plan to be completed as soon as possible.
- Cycling to be fully integrated into all major public transport projects.
- All planned transport infrastructure including new roads, road upgrades, and junction designs to take account of cycling, and to comply with the Design Manual for Urban Roads and Streets (DMURS) and The National Cycling Manual.
- Increase funding for Rural Greenways, especially those close to settlements and gathering points.

## 2. Set up a dedicated National Cycling Office

- DTTAS to appoint a National Cycling Officer at senior level who will head a National Cycling Office to promote and coordinate cycling development across Government Departments and nationally.
- Dedicated cycling officers to be appointed in every local authority to promote and coordinate cycling development locally.

## 3. Invest in Safety and Awareness

- Cycle Training to be available in all primary and secondary schools free of charge, and expansion of Cycle Training to 3rd level students and other interested adults.
- Increase the €60 fines for motoring offences impacting on cyclists to €80 to bring them in line with other offences.
- Resource greater levels of Garda enforcement of all driving offences which endanger vulnerable road users. Invest in new methods of enforcement and increased deployment of technology. Improve training of Gardai in cycling related legislation, and introduce Bike Training at Garda College.
- Introduction of new cycle friendly legislative initiatives to promote growth of cycling, including Safe Passing Distance, Contraflow Cycling, Left turn at red lights, Joint use of pedestrian and zebra crossings, and Cycle Priority Streets.
- Certificate of Professional Competence (CPC) standard certification for taxi drivers, to ensure their skills are at the same standard as other professional drivers.
- Extension of the Bike to Work scheme



**Cyclist.ie**, the Irish Cycling Advocacy Network, is the umbrella organisation for cycling advocacy groups in Ireland and is the Irish member of ECF, the European Cyclists' Federation.