



Uimhir Thagarta Uathúil: CRK-C155-DEV21-6
Stádas: Submitted
Aighneacht: Development Plan

Údar: Eoghan McCarthy

Comhairliúchán:
Draft Cork City Development Plan 2022-2028

Dáta a cuireadh isteach: 05.08.2021 - 16:39

Tuairimí:

4% Modal Share for Cycling is Lamentable

Caibidil: Volume 1 - Written Statement» 4. Transport and
Mobility

Ábhair: Cycle Sustainable transport
network, targets

A chara,

I refer to **Table 4.1:** CMATS Modal Share Baseline and Targets. Source: CMATS.

I submit that a target of 4% for cycling modal share is a deplorably low.

Its unambitious. The target modal share for car trips , I note is set at 49.3%. I suggest this is far too high and uneconomical.

Cycling for day-to-day travel has many advantages over motorised travel. It's widely known that regular physical activity provides a large range of health benefits. Cycling is a non-polluting mode of transport. This development plan has cycling as a marginal factor in its transport policy. In my opinion we need to do better.

The report notes that cycling is "*a low cost sustainable and fast-growing mode of transport*". I also submit the following:

- Many studies have shown the positive relationship between cycling and health and functional benefits for all types of people. These include improvements in cardio fitness and disease risk factors as well as significant risk reduction in cancer and obesity.
- The W.H.O recommends 150 minutes of moderate exercise a week. Many people fail to achieve this target. Encouraging cycling into people's daily routine provides a promising tactic to raise physical activity, given that many people spend 30 minutes and more commuting daily, yet struggle to find extra time to exercise. Cycling offers great potential to keep elderly and inactive people mobile if the conditions are safe.
- Several studies have shown that, besides creating jobs, making cities more cycling-friendly has beneficial effects for e.g. the businesses of local retailers or for property value along traffic-calmed roads.
- Car dependency is a result of the deprivation or inaccessibility to alternatives to the private car. Forced car ownerships need sustainable and green transport interventions. Huge amount of space is devoted to car driving and car parking in the city. I submit that by providing safe, separate cycling infrastructure, we will cut down on the requirement for households to have a costly car. We should look at the Danish and Dutch for

examples of how proper cycling infrastructure is delivered and aim to recreate that here in Cork.

- Car share schemes - so such as GoCar - should be expanded and included within the development plan.

I urge that the figure of 4% modal share at peak times be improved upon and we stop designing our city around the car. The negative effects on people's health and economics are too great to continue with the status quo. Be ambitious.

I trust the above will be taken into consideration. Thank you.

Eochairfhocail: Cycle Infrastructure

Príomh-thuairim:

Increase and improve cycling infrastructure, for health benefits, and to lower dependency on the private car.

Documents Attached: Níl

Teorainneacha Gafa ar an léarscáil: Níl