



**Uimhir Thagarta Uathúil:** CRK-C179-AMEDE-6

**Údar:** Kevin Long

**Stádas:** Submitted

**Aighneacht:** Cycle Mode Share

**Comhairliúchán:**

**Dáta a cuireadh isteach:** 22.04.2022 - 14:34

Public Consultation on Proposed Material Alterations to the Draft  
Cork City Development Plan 2022-2028

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## Cycle Mode Share & Network Maps

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

**Ábhair:** Cycle Sustainable transport  
network, targets

Section 1.86, 1.87, 1.89

The increase in Cycling mode share outcome from 4% to 10% is to be welcomed as the initial target of 4% was an extremely low and unambitious figure for a city wishing to deliver a true balance of sustainable transport modes.

More recent data from the 2016 census, trends from Metro Strava , Telraam counters <https://telraam.net/en#15/51.8982/-8.4729>, and council traffic counts suggest that Cork already has achieved a cycle mode share above 4%, and over 10% for the city centre.

Based on this information I would recommend that a cycle mode share of 20% by 2028 could be achieved with investment in high quality cycling infrastructure, promotion and awareness campaigns, and proper enforcement of laws to protect cyclists.

Dublin City Council have set a cycle mode share target of 25% <https://www.dublincity.ie/dublin-city-development-plan-2016-2022/8-movement-and-transport/85-policies-and-objectives/8541-cycling>

The Limerick Shannon Metropolitan Area strategy set a target of 20% by 2040 for commute to work/education by bike, attached

Cork City Council is to be commended for continuing to aim for improvements in better air quality, and a healthy and more liveable city. A higher mode share target of 20% similar to Dublin and Limerick is more aligned with these objectives.

Furthermore I would recommend that traffic surveys and traffic counts data are used systemically and actively monitor cycle mode share, rather than outdated census data. I would request that this data is also made available publicly.

Finally I would request that the cycle network maps used in the development plan would show the existing maps built under the 2017 Cork Cycle Network plan, and that the future network would focus on cycle lanes only and not include bus routes as shown in the indicative 5 year plan.

**Eochairfhocail:** Cycle network, active Sustainable Transport Targets, transport, mobility

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**Ceangaltáin:**

CRK-C179-AMEDE-6-15788 - Limerick Baseline and Target.docx