

CORK CYCLING CAMPAIGN



member of



25-April-2022
Cork Cycling Campaign

info@corkcyclingcampaign.com
corkcyclingcampaign@yahoo.ie
www.corkcyclingcampaign.com

Development Plan Submissions,
Strategic and Economic Development,
City Hall,
Anglesea Street,
Cork T12 T997


Re: Proposed Material Alterations to the Draft Cork City Development Plan 2022-2028

Dear Sir or Madam,

The Cork Cycling Campaign is a voluntary group promoting utility and recreational cycling in Cork City and County. Founded in 1999, the Campaign advocates for improved conditions for Cork's cyclists and strives for recognition and promotion of cycling as a serious form of transport.

Everyday cycling is of inestimable benefit to mobility in Cork: it is rapid and efficient, it contributes to a better urban environment, it improves the health of its users, and improves quality of life for all.

As a sustainable mode of travel, cycling has a central role to play in mitigating climate change by helping society transition to low energy mobility. Cork Cycling Campaign has been the voice of people cycling in Cork for 20 years; we have over 500 members and over 4,000 followers on social media, and engage regularly with the media on transport questions.

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The Campaign is part of Cyclist.ie, the Irish Cycling Advocacy Network, and European Cyclists' Federation (ECF). We are a key stakeholder in discussions on transport strategy for the region.

The Cork Cycling Campaign welcomes the opportunity to make a submission Proposed Material Alterations to the Draft Cork City Development Plan 2022-2028. The campaign considers cycling to be a viable alternative to many trips currently taken by car in the city, particularly in the more densely populated urban areas. With the correct infrastructure in place, cycling can also become a viable alternative in the newly expanded city hinterland areas. The provision of proper cycling infrastructure is key to this and can be delivered at a fraction of the cost of other infrastructure projects such as roads.


Amendments 1.86,1.87,1.88 - Modal Share Target of 10%

Since our previous submission on 4th October 2021 ([CRK-C155-DEV21-177](#)), the Intergovernmental Panel on Climate Change released their [Sixth Assessment Report, Climate Change 2022: Mitigation of Climate Change](#). In summary, without immediate and deep emissions reductions across all sectors, limiting global warming to 1.5°C is beyond reach. However, cities and other urban areas offer significant opportunities for emissions reductions. Consequently, the report states *“Investments in public inter- and intra-city transport and active transport infrastructure (e.g., bike and pedestrian pathways) can further support the shift to less Greenhouse Gas-intensive transport modes”*.

[The Transport sector contributed 17.9% to Ireland’s greenhouse gas emissions in 2020, an increase of 88% from 1990 levels.](#) Given the national and global context, it is imperative that Cork City Council gives strong consideration to the role cycling can play in Cork’s transition to a low carbon city. Cork City Council declared a Climate and Biodiversity Emergency in 2019, which recognises the critical need to address emissions and biodiversity loss. This means that Cork City Council has a responsibility to create a development plan that encourages and supports the implementation of suitable infrastructure and strategies that promote cycling as a viable transport option for everyone across the city.

The Cork Cycling Campaign welcomes the increase in the modal share target above 4%. However, in our previous Development Plan Submission ([CRK-C155-DEV21-177](#)) we stated *“We suggest from our calculations that a general Cork City target mode share of between 13% and 20% by 2028 is achievable, based on the current growth trajectory”*. Our recommendation was based on:

- Analysis of the 2011 and 2016 Census data which showed a growth rate of 16% year-on-year since 2011.

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- Data from third-party tools, e.g. Strava Metro, that showed a significant increase in cycling in the Cork area since 2016, and particularly since 2019.
- Telraam citizen science traffic counting sensors, which count transport modes of passing traffic, such as heavy vehicles, public transport, cyclists, and pedestrians are available online (<https://telraam.net/#14/51.8944/-8.4662>) and the data suggests that the cycling mode share is greater than 4% in the monitored localities.

As a result, we believe the current cycling modal share is above 4% already, therefore it was an unsuitable target for the Development Plan. In terms of the new 10% target, we still believe this is not sufficiently ambitious given the urgency for decarbonisation of the transport sector and **recommend a modal share target of between 13% and 20% by 2028** is appropriate.

An overall modal share target is useful, however, the 2017 Cork Cycle Network Plan included separate targets for different types of trips, i.e., commuter trips, primary school trips, secondary school cycling, and university/college trips. These individual targets allow the development of specific actions that focus on key groups. Increasing the cycling share among communities in Cork City will have benefits for the environment and climate change, air quality, personal health, personal finances and general well-being among the population. An increase in children cycling to school has proven to be hugely beneficial to their health, (physical and mental), and leads to higher levels of concentration in the classroom. **We recommend that the modal share target within the Development Plan should also include “trip-type” specific targets, in addition to the overall modal share target.**

Errata

In our previous submission of the Development Plan, the following errors were highlighted, however they have not been addressed:

1. Section 4.31 of the City Draft Development Plan is titled “Cork Metropolitan Cycle Plan 2015”. This year should be “2017”, as per the publication.
2. Section 4.40, Figure 4.3 provides the "Indicative 5 Year Cork Cycle Network Map" containing "Future Cycle Network Enhancements", some of which are not planned in the 2017 Cork Cycle Network plan, or in CMATS. It also contains Bus Connects routes that will never be cycle routes, such as through the Jack Lynch tunnel etc. The map symbology for BusConnects masks some existing infrastructure, for instance Anglesea Street 2-way cycle track. Therefore, Figure 4.3 does not sufficiently demonstrate the current and future network across the city. To remedy this, the Cork Cycling Campaign

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recommends that a map is included that shows only the existing infrastructure in the city as of 2021, and the proposed cycling infrastructure.

Summary

Active travel, and in particular, cycling can play a major role in assisting Cork City achieve its climate change and development targets as set out in the national and regional planning Policy. The Cork Cycling Campaign considers the Cork City Development Plan the ideal opportunity for the Council to demonstrate national and international leadership and promote active travel throughout the City.

We welcome the opportunity to engage in the Development Plan review and request the Council to consider the points made in this submission when finalising the Cork City Development Plan 2022-2028.

Yours sincerely

James Fitton

Cork Cycling Campaign (Submissions Officer)