



## **MAYNOOTH CYCLING CAMPAIGN NOTES – October 2017**



### **Census 2016 & Travel to School**

The CSO continues to publish the results of Census 2016. The report on commuting revealed more information on current travel patterns in Kildare and Ireland generally. One of the key statistics is that despite nearly twenty years of central government and Kildare County Council 'promoting' walking and cycling and health authorities drawing attention to rising childhood obesity, more children than ever are being driven to school.

The effect of this on areas around schools continues to worsen and school wardens in Dublin have had to call the police over behaviour by boorish drivers who have no consideration for the safety of other children or their parents.

In the Canadian city of Ottawa, police authorities issued 294 notices in five days in a targeted road safety campaign when schools reopened after the summer. Maynooth Gardai could do worse than follow their example.

### **Increased Funding Required for Cycling from €12M to €147M**

It is the policy of Irish cycling campaign groups that 10% of the transport budget should be dedicated to cycling which is in line with government targets that by 2020, 10% of trips should be by bicycle. Current levels of investment are approximately €12 Million per annum which is equivalent to an approximate expenditure of €2.50 per person per head per annum. With a Department of Transport annual expenditure of €1470 Million, Ireland should be allocating €147 Million per annum for cycling which would be equivalent to €30.87 per person per head which is broadly in line with what Dutch politicians have allocated for the last forty years.

As pointed out in a previous Newsletter, Ireland will not achieve the target of 10% of trips by bicycle at current rates of progress for another thirty years due to low standards and low levels of investment. Minister Ross has stated that his Department is unable to provide an overall figure of investment in cycling as some facilities, for example greenways are used by both walkers and cyclists. It seems that that the inability to carry out basic mathematical functions which has affected the Garda Síochána has now spread to the Department of Transport, Tourism & Sport. The Minister stated that he will look for increased funding under the mid-term Capital Expenditure Review, the results of which are expected before the end of the year. However, we shall wait to see the scale of any increase and see whether or not cycling will continue to get crumbs from the Transport budget.

## **Bike Share**

Bike sharing is where people make a typically short cycle journey in a town or city centre on a rented bike, rather than one owned. It began in the Netherlands in the 1960s so is now more than fifty years old. Bike sharing came to Ireland with the launch of Dublin Bikes and has now spread to Cork, Limerick and Galway. These are known as Third Generation bike systems and are based around a number of 'Hubs' where you can collect and return a bike.

Fourth Generation Bike Sharing does not involve hubs and instead relies on Smart phones and the internet to access and leave bikes. Bleeperbikes in conjunction with South Dublin County Council has introduced Fourth Generation bike sharing on a pilot basis to Lucan, Clondalkin and Tallaght. A number of Fourth Generation operators are also keen to set up in Dublin City. How this will affect Dublin Bikes is unclear at this time. We wish them well.

## **WHO calls for Active Travel to be Prioritised**

The World Health Organisation (WHO) has published a draft Global Action Plan within which increased cycling and walking is flagged as a priority for authorities in order to minimise deaths related to physical inactivity.

Dubbed the Global Action Plan for the promotion of Physical Activity (GAPPA) 2018-2030, the plan cross references a wealth of UN documents in order to draw its conclusions. Topics are wide ranging – detailing everything from sports and education to urban planning – but transport and health are heavily linked themes within which building exercise into our existing daily routine is recommended.

Four objectives are laid out within the draft, each of which have potential to drive active travel:

1. Creating an active society
2. Creating active environments
3. Creating active lives
4. Creating active systems

Progress on reducing car dependency has been slow in most countries when it comes to achieving goals set previously. WHO has described as 'challenging' progress on a 2013 voluntary goal set by the World Health Assembly to increase physical activity by 10% by 2025.

There are good financial reasons for changing our mode of transport to active travel. The European Cycling Federation estimates healthcare savings tied to cycling to be worth €191.27 billion a year. Health Authorities across the world are under increasing pressure to reduce costs. In response to an epidemic in diabetes and other inactivity related illness the World Health Organisation has before now said that Governments should build active travel into our lives. Cycling has been proven to reduce some of the enormous burdens on health services, notably Type 2 Diabetes and even “risk of death from ‘any’ cause”.

*Maynooth Cycling Campaign is a non-party political cycling advocacy group. Further information on meetings and activities is available on our website. We are affiliated to Cyclist.ie, the Irish Cycling Advocacy Network and through it to the European Cycling Federation.*

*Maynooth Cycling Campaign is a non-party political cycling advocacy group. Membership is FREE. If you want to support our work, just email your contact details to [maynoothcycling@gmail.com](mailto:maynoothcycling@gmail.com).*