



# MAYNOOTH CYCLING CAMPAIGN



## SUBMISSION ON CLIMATE PLAN 2021

**1. What further policy measures might be required to enable Ireland to meet the CAP 2019 target of 936,000 electric vehicles on the road by 2030?**

- Restrict hybrids and SUVs due to threat to vulnerable road users.
- Provide more charging points – Norway has an estimated 16,000 charging points – Ireland has a fraction of these but must ensure that the space for them is reallocated from cars not from pedestrians or cyclists.
- Increased fuel taxes could nudge people to switch to EVs but they won't change if there are insufficient charging points.

**2. Is there scope to increase this target for 2030? What should the new target be?**

- The challenge to meet the existing targets is more than enough. There is absolute need to reduce private car use in future to ensure that health targets and congestion will not worsen.

**3. What specific measures might be required in the commercial transport sector to encourage a change to EVs or other zero carbon alternatives?**

- The post office is a good example where it has introduced e-bikes for deliveries of packages and letters. A number of European projects has already trialled the use of e-bikes for last mile deliveries which Irish cities could emulate.
- Restrict petrol/diesel HGVs in urban areas.

**4. What additional measures should be considered to promote greater use of public transport or active mobility options?**

- Provide high quality cycling infrastructure instead of low quality normally provided by local authorities
- Recognise that the needs of pedestrians and cyclists are different from one another and stop forcing pedestrians and cyclists to share facilities. This is often the first choice of Irish local authorities rather than the last choice.
- Provide greenways with adequate width and sealed surfacing to attract commuters as well as recreational cyclists.

- Better integration of cycle parking and public transport.
- Provide cycle superhighways as on the continent.
- Reduce default speed limits in urban areas.
- Have a planning objective and annual target to reduce the extent of driving using private vehicles.
- Restrict private vehicles such as SUVs and hybrids vehicles in urban areas.
- Provide higher quality bus stops with shelters, seats and more real time information on services.
- Introduce ‘Nipper Buses’ ie small buses around the larger towns to give an option to people who do not wish or are not able to walk/cycle.
- Introduce bike carriers on buses.

**5. What specific policies might be required to reduce overall passenger kilometres driven within the private car fleet?**

- As taxation is a key driver of change, carbon taxes should be increased more quickly.
- Reduce the availability of free parking for staff as it encourages commuting by private car.

**6. Is there scope to effect a change in the composition of the private car fleet to shift the vehicle mix away from higher emitting classes?**

- Set up zero emission urban zones and/or low traffic neighbourhoods (LTNs)
- Promote the conversion of existing petrol/diesel vehicles to electric vehicles.

**7. Is there scope to further increase biofuel blends rates beyond those already planned under the 2019 Climate Action Plan**

**8. Are there any specific obstacles in the planning system preventing greater modal shift?**

- Encourage home working rather than a return to pre-Covid-19 working.
- More healthy streets.
- Appraisal of road projects to take carbon emissions into consideration.
- Follow the Dutch example rather than UK in relation to the planning of active travel.
- Provide an independent appeal system on compatibility of local authority schemes with DMURS rather than the local authority acting as judge and jury.
- More Low Traffic Neighbourhoods as in London and/or block developments as in Barcelona
- Need to monitor and report on change.

**9. Are there specific further measures that should be undertaken to increase the availability of electric vehicle charging points, whether in public areas or on private property?**

**10. What could be done to make the public sector transport fleets more climate friendly?**

- Faster introduction of electric buses and trains

**11. What changes should be considered in relation to the management of Ireland's road network (e.g. reducing speed limits, additional road pricing, or restrictions for specific vehicles in urban areas) to promote emissions reductions**

- Introduce modern traffic management which prioritises active travel rather than pay lip service to it. Groningen(NL), Houton (NL), and Ghent (BE) all have traffic management policies which prioritise active traffic in city centres and force cars to take circuitous routes.
- Introduce road pricing as in Sweden and London.
- Change priority to fixed phase signals esp outside peak travel time rather than traffic actuated controls where traffic phases controlled by traffic volumes.

**12. What other opportunities exist to support the decarbonisation of the Transport sector?**

- Ban short haul flights nationally similar to what the French government is doing.
- Introduce a frequent flyer tax.
- Encourage business to have virtual meetings rather than in person.

**13. What specific measures could be undertaken in transport infrastructure to address existing and future locked-in climate change impacts?**