

CORK CYCLING CAMPAIGN

Response to Public Consultation



member of



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RSES Material Amendment Submissions
Southern Regional Assembly
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Response to Public Consultation on the

**Regional Spatial and Economic Strategy (RSES)
Final Proposed Material Amendments**
Southern Regional Assembly, October 2019

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 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 350 members and over 4,000 followers on social media and engage regularly with the media on transport questions. The Campaign is part of Cyclist.ie, the Irish Cycling Advocacy Network, and the European Cyclists' Federation (ECF). We are a key stakeholder in discussions on transport strategy for the region.

As we did appreciate the general thoughts and approach in the draft RSES document in March this year, we highly welcome the numerous changes and observations being taken on board in the Proposed Material Amendments to the RSES.

In particular, we lend our full support to changes and clarifications regarding sustainable travel measures, active travel i.e. walking and cycling, and the inclusion of objectives regarding multi-modal travel.

In detail we highly welcome and strongly support amendments

A 70 (new RPO K) with the explicit call for facilitating multi-modal travel and for integration of cycling into e.g. public transport

A 77 (RPO 163, Bus) with explicit mentioning of an integrated fare structure to also include and facilitate bicycle carriage on trains and buses as well as public bike sharing

A 78 (RPO 166) with the specification of design features for a cycling network, e.g. segregation, quiet routes, 30km/h zones etc., the catering for all groups of cyclists and safe approaches to schools, the multi-purpose use of greenways etc.

With reference to and for coherence with A 70 (RPO K), we would love to see "Bike+Ride facilities" explicitly included into A76 (RPO 162, Rail) under point 8 ("*Investment into P+R and multi-modal transport...*") and in A 78 (RPO 163 Bus) under "*Improvement of bus waiting facilities*".

We further welcome the strengthening of monitoring mechanisms for the implementation of the Strategy as laid out in A 101 (RPO 218).

A 104 (Cork MASP PO 1) In relation to retrofitting permeability into existing city structures of Cork, we would like to see "filtered permeability for active travel (i.e. walking and cycling)" to be added to point e) *retrofitting holistic infrastructures (physical, social, recreational, public transport, active travel networks inter alia)* as an explicit additional item.

Again, we highly appreciate the progressive nature of the RSES document and welcome the large amount of positive changes being taken on board as result of the intensive public consultation process.

Yours sincerely

Dr Dean Venables
Cork Cycling Campaign (Chair)