

## Cyclist.ie's Top Priorities:

### Public policy

1. Everyday bicycle use to be recognised as a core element of a transport policy for the 21<sup>st</sup> century and one which supports higher level public health, climate and resource conservation imperatives.
2. The 2009 *National Cycle Policy Framework* document policies and actions to be built into all transport, planning and public health policies.
3. Every county and city council must have a high quality cycling policy, to include infrastructural and 'soft' / promotional elements. The quality of its cycling provision must be graded it should have to perform an annual audit detailing the number and location of fatalities and injuries to cyclists and pedestrians and report it publicly.

### Infrastructure

4. The top 50 most dangerous junctions in the country must be identified and retrofitted within two years to the standards set out in the National Transport Authority's National Cycle Manual and the Department of Transport's 'Design Manual for Urban Roads and Streets' (DMURS) at a minimum. Junctions to be retro-fitted with , inter alia, priority traffic lights for cyclists and convex mirrors that allow truck drivers to see cyclists on their near-side, where appropriate.
5. All road upgrades and new roads must include provision for cycling built to standards set out in the National Cycle Manual.
6. All road work designs to be subject to a formal road safety audit before work begins by an independent cycling expert to ensure that conditions for cyclists are up to standard. All road safety audits must be made available on local authority / National Roads Authority websites.
7. Secure bike parking to be provided at all bus and rail stations, plus more bike spaces on inter-city trains, and permission to bring bikes on the Luas at off-peak times.

### Cycle training and driver training

8. Access to cycle training to be available in all primary and secondary schools.
9. Cycle safety must become a core part of the driving test, particularly for HGV and LPSV drivers.
10. All taxi drivers to undergo European Certificate of Professional Competence (CPC) standard certification.

### Legislation / Enforcement / Traffic Management

11. 30km/h to become the default urban speed limit.
12. Much stronger detection and enforcement of traffic legislation that affects vulnerable road users, including cyclists and pedestrians, such as speeding, use of mobile phones, dangerous overtaking, parking in bike lanes, vehicle standards, especially heavy goods vehicles, and bicycle theft.
13. Legally enforced 1.5-metre gap for motor vehicles when overtaking cyclists and where there is insufficient room they should not overtake.
14. Contra-flow cycling to be allowed in one-way streets with low volumes of traffic and specifically signed, as is the norm in most European cities.

15. Cyclists to be allowed to make a left turn when traffic lights are red, but giving way to pedestrians walking on a green man, as is the case in most European countries.
16. Traffic lights programmed to give cyclists a head start, where appropriate, and 'green waves' provided for cyclists on heavily cycled routes.

#### **Vehicle standards**

17. All trucks to be required by law to fit sensors, audible turning alarms, extra mirrors and side-safety bars to improve safety for cyclists and pedestrians.

#### **Funding / resources / human resources**

18. A minimum of 10% of the budget of the Department of Transport (and its agencies) to be provided for a multiannual funding programme for building world-class cycle routes / cycle friendly routes and promoting everyday cycling.
19. The appointment of a National Cycling Officer, to drive the cycling agenda and with the authority to ensure Local Authorities, the Government and the National Transport Authority adhere to policy. The National Officer would liaise closely with his/her European counterparts so as to be continually learning and sharing new ideas and practice.
20. At local levels, cycling officers to be appointed in every local authority to drive the cycling programme in their area. A network of such officers would be created so as to share best practice and provide mutual support.
21. An upskilling of An Garda Síochána so that the Traffic Corps (TC) better understands cycling. It should be a requirement for all officers to have to use a bicycle in traffic on a regular basis. 'Bike Start' training to be introduced into the Garda Colleges.

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