

Dublin Cycling Campaign

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Dun Laoghaire Rathdown County Council,
Senior Engineer, Transportation Traffic,
County Hall, Marine Road, Dún Laoghaire, Co. Dublin

Submission by Dublin Cycling Campaign on the DLR Road Safety plan 2015-2020

Dublin Cycling Campaign welcomes the opportunity to give input into the Road Safety plan and overall we welcome the enhanced approach to Road Safety with the inclusion of speed reductions and new initiatives for vulnerable road user safety.

We need to continue to promote cycling and walking as great means of transport and this needs to be done with a higher priority than focusing on the consequence of collisions when marketing these activities.

Many efforts need to be taken to reduce collisions and we are positive that between the plan and the working group, great work will be achieved over the coming years.

Key points

- Tackling speed is a very important part of the Road Safety plan and one of the most significant factors of collisions. As per the RSA Free Speed survey of 2011, it is noted that over 80% of drivers are speeding in urban areas on both national and non national urban roads.
- We don't think the targets for reducing minor road injuries has been well founded. We are seeing an increase in minor injuries, particularly as more people take to cycling and a projected increase in the county population. However we do see a trend showing a reduction in fatal and serious injuries. One of the efforts of the plan is to mitigate serious collisions through lower speeds and traffic calming which would possibly result in an increase in minor injuries.
- There is no mention of material collisions and these are of a significant volume and there hasn't been a significant decreasing trend nationally over the last 10 to 15 years. Focusing on

reducing material collisions could significantly help reduce causality rates amongst vulnerable road users.

- The focus on reducing collisions to assist with public health objectives to reduce emergency service costs, should not take preference over encouraging people to walk and cycle. There are a much greater reduction in public health costs by encouraging people to use active and public transport.
- The national bike week cycle needs to place emphasis on promoting cycling and not to be used as a road safety campaign. To over promote personal protective equipment for cycling is to focus negatively and to dangerise cycling which creates an unwarranted perception of fear for cycling and works against objectives to encourage people to cycle.
- The call out for speed limit reductions needs to go beyond residential estates and look to schools, shopping and business districts and other key roads that are in proximity to these areas. Speed is an important part of road safety and needs to be tackled more broadly.
- Inappropriate parking at schools should be tackled, but this needs to be tackled throughout the county. In particular it needs to be highlighted that parking on footpaths and in cycle lanes is a serious problem for both walking and cycling. Both these modes are to be encouraged and enabled with much more effort than has been currently done to date.
- Engineering interventions that make clear separation between cyclists and motor traffic must be part of the strategy and can play a significant factor in reducing casualties amongst road users.
- We welcome that new initiatives will be sought to promote walking and cycling road safety and we look forward to give input and shape those campaigns. It needs to also be highlighted that vulnerable road users need not be treated in an isolated approach, but instead to look to the important contributing factors to the collisions, such as speeding on urban streets and dangerous overtaking.

Yours sincerely,

Keith Byrne

Chair, Dublin Cycling Campaign