

Chloe Duddy

From: Steve Bradley [REDACTED]
Sent: 28 January 2020 00:00
To: Local Development Plan
Subject: Cycle Derry Submission - LDP Draft Strategy Consultation

Dear Sir Madam,

On behalf of Cycle Derry, I would like to make the below submission on the Council's LDP Draft Strategy :

GENERAL

- We are disappointed that cycling is given such a peripheral role within the LDP draft strategy.
- Where it is mentioned, it is primarily 'in passing' as a loose aspiration to tick the box for mentioned of modal shift. But we feel strongly that this strategy WILL NOT step change anything within the council area regarding provision of the kind of safe cycling infrastructure which is needed if DC&SDC is genuinely serious about healthy living, active travel and modal shift,

WHAT IS NEEDED - THE CASE FOR SAFE SEGREGATED CYCLING ROUTES

- Cycling is not viewed as a method of transport by people in Northern Ireland in general, and Derry in particular. Only 1% of journeys here are taken by bicycle - which is half the level in Belfast (itself is also very low).
- Yet the majority of Under-16s (55% cycle), with both males and females in that age group cycling in equal percentages (source = Travel Survey Northern Ireland / TSNI 2015-17). And 33% of all households in NI own at least one bicycle.
- However - once people get over the age of 16, cycling rates within NI plummet dramatically - especially amongst females.
- The TSNI shows that 28% of all males had cycled in last 12mths, compared to only 18% of females. Only in the U16s age group were the percentages the same, after which a marked split appeared.
- None of this dramatic drop-off in cycling rates over 16, or stark gender split amongst adults who cycle, has happened by accident or mystery. It is a clear and direct result of the fact that we have made our towns and cities hostile places for people to cycle in. Hence they choose to drive instead.

WHY DO MORE PEOPLE NOT CYCLE ?

- The 2015-17 TSNI found that of those aged over 16 who had cycled over the last 12mths, the things that would make them cycle more often were :
 - 1) "More cycle lanes" (37%),
 - 2) "Better weather" (33%),
 - 3) "Cycle lanes separated from roads" (33%),
 - 4) "More pleasant cycling routes" (28%) and
 - 5) "Safer cycling routes" (28%).
 - Four of those 5 points are essentially saying the same thing - that what will make those who already cycle do it more frequently is safe segregated cycling infrastructure.
 - When the same survey asked cyclists over 16yrs old what were the situations that made them feel unsafe, the Top 3 responses were :
 - 1) "Heavy traffic" (55%)
 - 2) "Motorists driving without consideration of cyclists" (49%),
 - 3) "Buses or lorries" (42%).
- Again - the solution to these is clearly safe segregated cycle lanes.

WE NEED SAFE SEGREGATED CYCLING INFRASTRUCTURE IN OUR DISTRICT

- The draft strategy acknowledges that safe segregated cycling infrastructure is the ideal, but the document still remains extremely timid about mandating it or stating where it should be located.
- For example - the planned dualling of the A2 Buncrana Road is a superb opportunity to maximise modal shift by providing safe segregated space for cycling on that key artery (particularly given its flat

topography). Yet the current DFI proposals are to merely provide a section of SHARED space on one side of the road for cyclists to use. This will only create conflict with pedestrians, dog walkers etc, and thereby discourage the number of people cycling there. And the fact the space for cycling will be only on one side of the road, and not both, will further deter people from accessing and using it. If the LDP had a more robust preference for safe segregated cycle lanes to be installed on major roads and/or when significant road works take place, it would be easier to make the case for this with DFI regarding the Buncrana Rd

- The council's LDP plan should take a leaf out of the superb Active Travel policies adopted by bodies like the Welsh Assembly and Mayor of London - stipulating the desired type, design and location of segregated cycling infrastructure which the council wants to see. We believe there should be an entire section within the LDP dedicated to the issue of safe cycling infrastructure.

- When pedestrians over 16yrs of age were asked what made them feel unsafe when walking, "No footpath" (35%) was the most frequently stated situation that made the respondent feel unsafe, followed by "heavy traffic" (29%), "motorists driving without consideration of pedestrians" (27%) and "traffic travelling above speed limit" (25%).

CONCLUSION

- The council has a stated ambition in favour of improving public health, social equality and securing modal shift.

- Cycling will help the council achieve these aims in a way that no other transport mode can.

- We know why people don't cycle at the moment, and we know what is needed to encourage more of them to do so.

- Yet this Draft Strategy is paying at-best lip service to the need for safe segregated cycling facilities within the District.

- That doesn't just mean Greenways btw, which are primarily leisure-focused routes.

- It means that there should be safe segregated cycling routes connecting the places where people live, work, shop, worship, socialise and study.

We all know what is needed. Please ensure this strategy does it.

Thanks,

Steve

Thanks for your help,

Steve Bradley

