



Eoin Ó Catháin,  
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Velo City 2019

# Cycling as a Catalyst for Sustainable Living

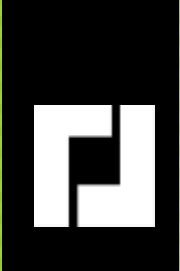
Session 4D:  
The Planning System, Private Developments and Cycling



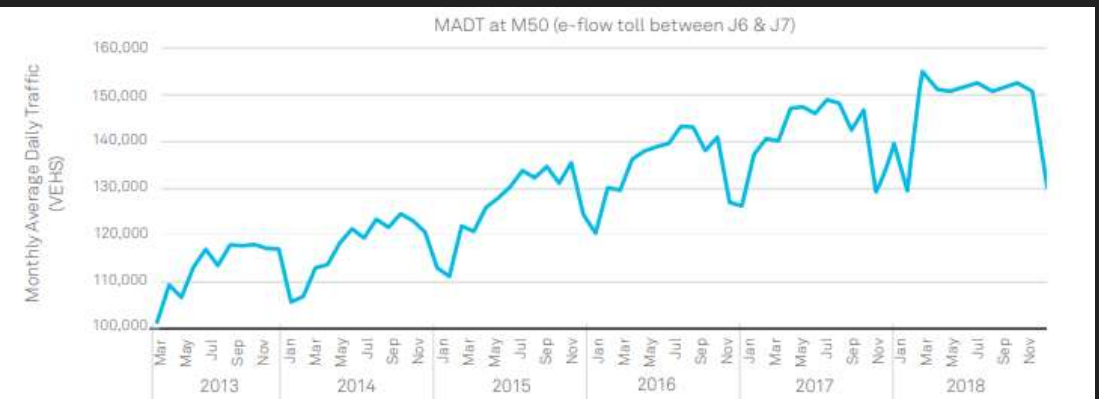
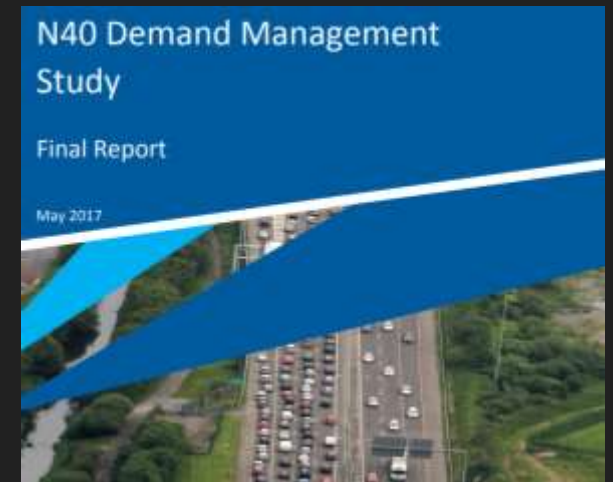
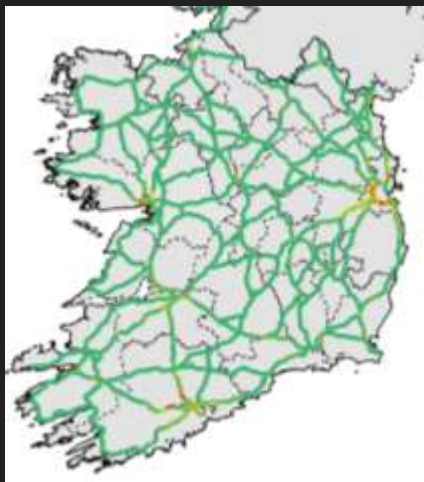


**“If you plan for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places”**

William H White, *The social life of small urban spaces* (1980)



# Irish Context





# Typical Modal Split



On foot	1,060	19%
Bicycle	247	4%
Bus, minibus or coach	301	5%
Train, DART or LUAS	1,393	25%
Motorcycle or scooter	25	0%
Car driver	1,616	29%
Car passenger	522	9%
Van	95	2%
Other (incl. lorry)	8	0%
Work mainly at or from home	101	2%
Not stated	146	3%

# A New Approach

- More sustainable living
- Goodbye to old Stereotypes
- Cycling for All!



# Stereotypes



**MAMIL**

# The Aim



# A New Approach



## External to Developments

Local and National **Authorities must follow through on the delivery** of committed sustainable transportation projects. **In the absence of the this delivery, commitments made by developers cannot be realised**, no matter how great the will or the need.

## Internal to Developments

- **Smaller developments** must **curtail car parking** and **provide convenient, prominent bicycle parking**, as well as **good walking and cycling links to public transportation**.
- **Larger developments** must focus on **walking and cycling as dominant modes** for **all regular transportation needs**.



# How?

## The Dutch Approach

**Public sector** commits to deliver (and actually delivers!) infrastructural improvements:

- Trunk public transport infrastructure
- Dedicated cycling infrastructure
- Segregation, including short-cuts (e.g. cycling-only bridges / tunnels contra-flow cycling on one-way streets)
- Convenient, safe public bike parking

**Private sector** designs around the bicycle:

- Bicycle parking
- Bicycle paths
- Showers, storage, etc.

**Public sector** provides education and training so cyclists of all ages and abilities can travel safely

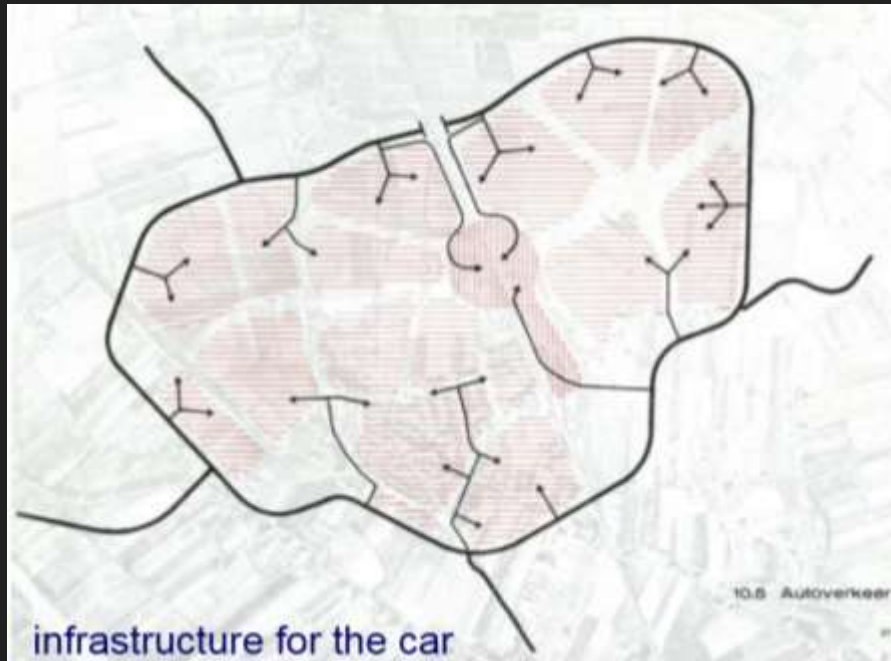
# Case Study: Houten



## “The Dutch Cycling City”

- Suburb / satellite town of Utrecht (14km)
- Designed Town 1970s
- Buildings address green walking and cycling routes, rather than roads for cars;
- Cars and servicing are managed on a separate access network to the rear of properties;
- Interfaces between green routes and roads are either grade separated or favour the green route.
- Fully accessible for cars and service vehicles but no through roads.

# Case Study: Houten



Images courtesy of Mr. André Botermans, Cycling Ambassador, Utrecht



Houten Bicycle Infrastructure

# Case Study: Houten



# Case Study: Houten



# Case Study: Houten



## Modal split in % (2011-2012)



Gemeente Utrecht

	<7.5 km	7.5-15 km	>15 km	In general
Motor vehicles	21.3	64.6	66.8	41.3
Public transport	03.9	15.1	29.7	13.7
<b>Cyclists</b>	<b>43.1</b>	<b>16.4</b>	<b>01.7</b>	<b>26.3</b>
Pedestrians	30.5	00.0	00.0	17.2
Others	01.2	04.0	01.8	01.5

Courtesy of Mr. Ronald Tamse, Utrecht City Council



# Typical Modal Split Ireland

Residential Areas in Sandyford Business District if Houten Cycling % Achieved

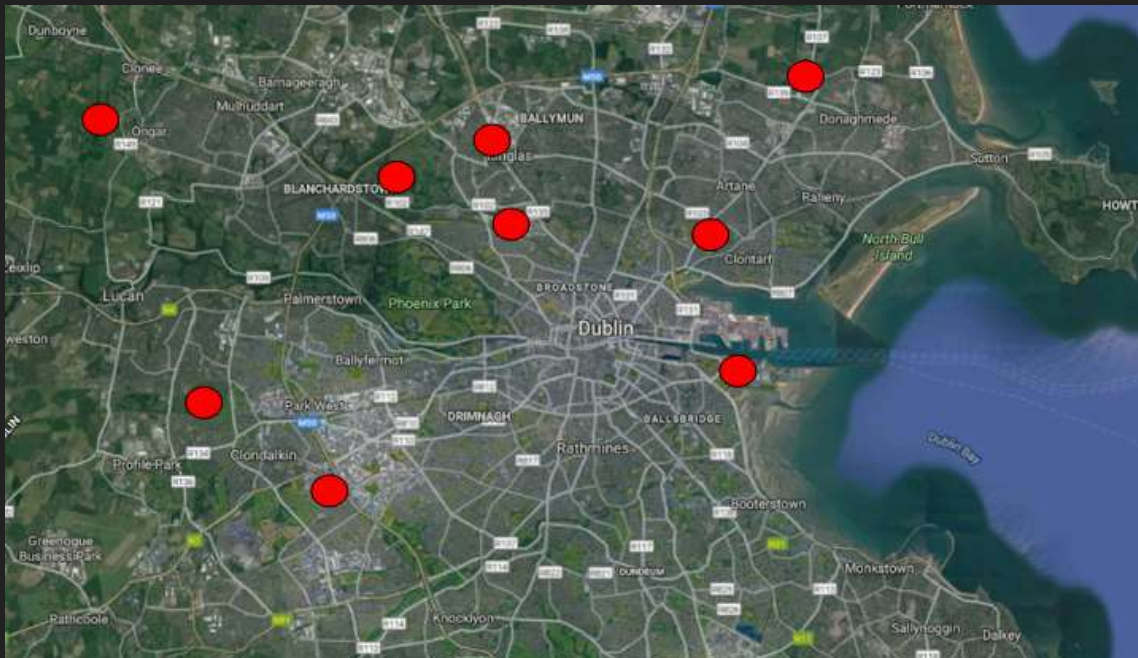


On foot	14.2%	781	-279
Bicycle	26.3%	1450	+1203
Bus, minibus or coach	4.0%	222	-79
Train, DART or LUAS	18.6%	1027	-366
Motorcycle or scooter	0.3%	18	-7
Car driver	21.6%	1191	-425
Car passenger	7.0%	385	-137
Van	1.3%	70	-25
Other (incl. lorry)	0.1%	6	-2
Work mainly at or from home	1.3%	74	-27
Not stated	2.0%	108	-38

# Major Development Opportunities in Dublin and Cork



All of these sites have capacity for major residential developments, but severely constrained car accessibility



**Major Dublin Opportunity Sites (Several thousand residential units each)**



**Cork Docklands**





# Community Considerations in New Developments

## Bicycle centric movement patterns:

- No car parking at houses but high quality convenient secure parking for multiple bicycles;
- Car share facilities for necessary external car travel;
- Centralised, managed long-term car storage and car hire for longer distance travel;
- Delivery service from shops – electric vehicles and/or cargo bikes;
- Severely restricted car access to schools, including for teachers;
- E-scooters and e-bikes for the less physically able

## Community

- To be viable, it must work for all members of society;
- Accessible community facilities – amenities, post office, places of worship, community centre, nursing home etc, all with bicycle centric movement;

See [cyclingwithoutage.org](http://cyclingwithoutage.org) for community initiative in Copenhagen for the young to bring the old out cycling

# Cycling for All



2-4 years



8-10 years

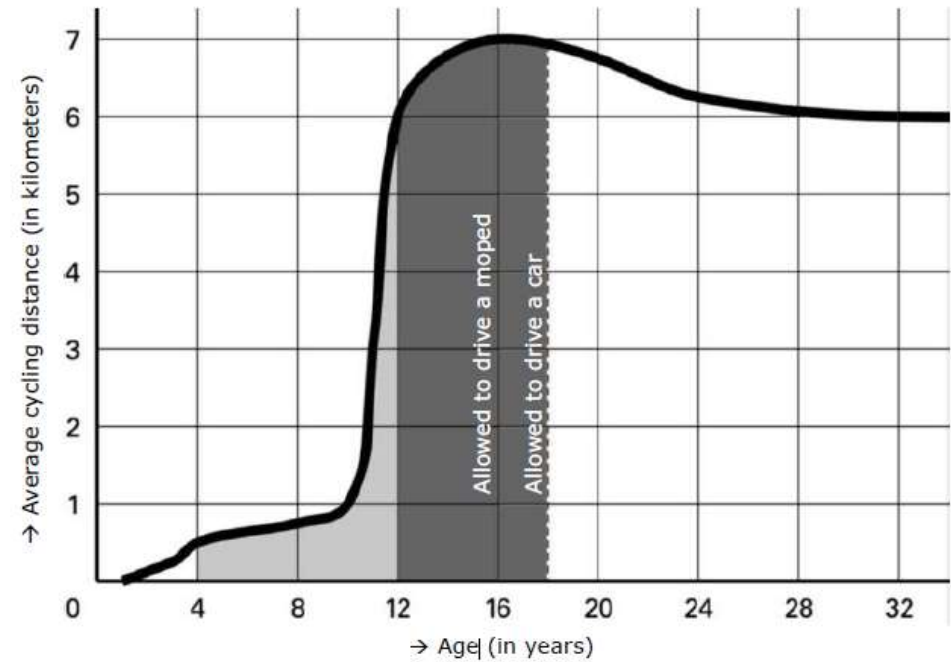


5-7 years



CYCLING WITHOUT AGE

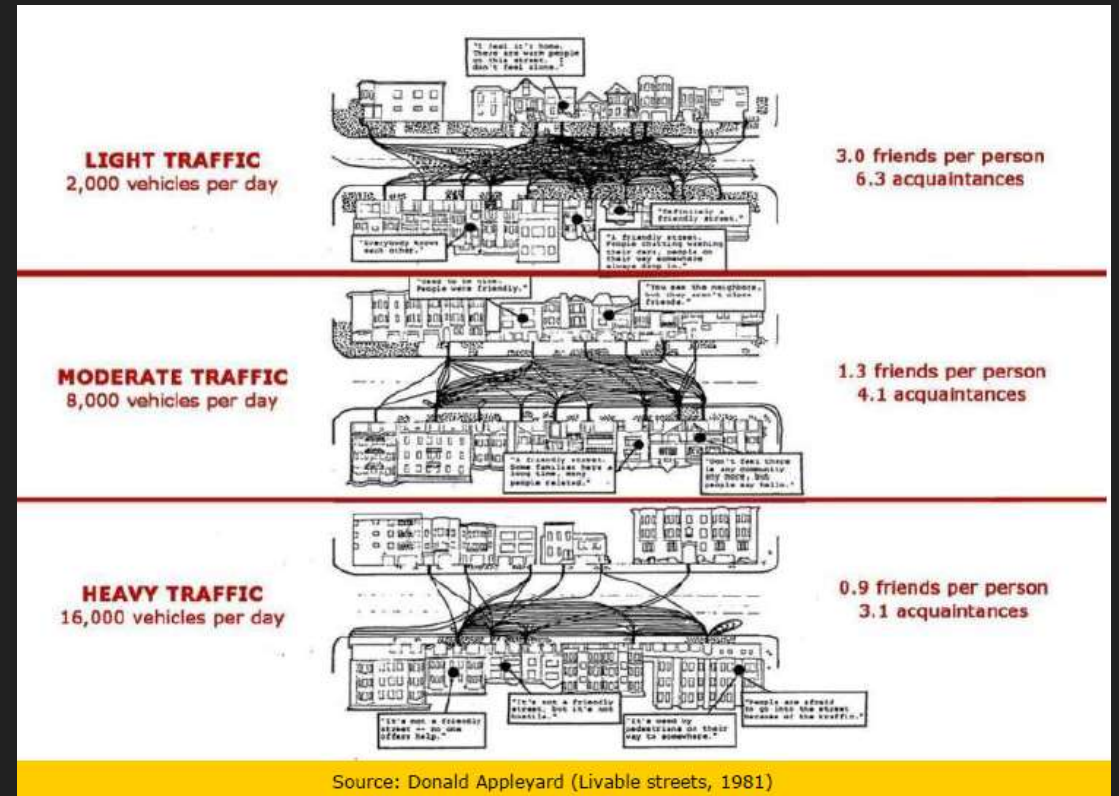
## Cycling enlarges 'the world' of youngsters



# Cycling as a Catalyst for Sustainable Living



- Increased environmental awareness
- Reduced environmental impact and carbon footprint
- Increased health awareness and longer life
- Increased community spirit
- Better mental health
- Setting good example for the next generation
- Inspires other communities!





# Thank You

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