

Identification of a National Cycle Network for Ireland



TII Roads & Greenways Conference
23rd September 2022

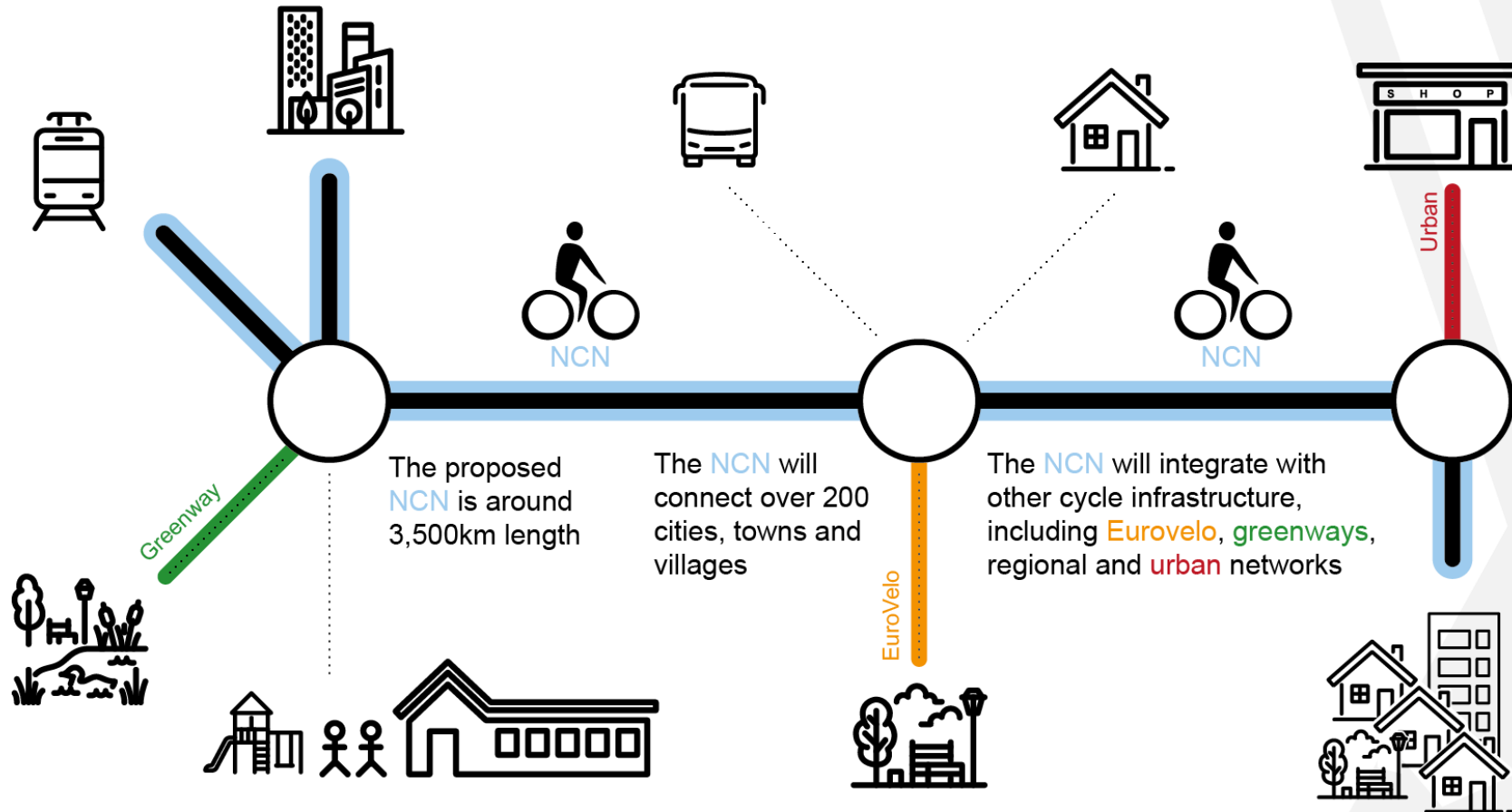
Richard Bowen
Capital Programme Portfolio Manager, TII



What is the National Cycle Network?



The NCN will act as the core network connecting towns, cities and destinations across Ireland



Proposed NCN



The NCN is mandated in the NDP 2021-2030



“The development of a new **National Cycling Network Strategy**...will map existing cycling infrastructure in both urban and rural areas, including Greenways, and will serve to **inform future planning and project delivery decisions** in relation to walking and cycling infrastructure for the remainder of the decade.”
p.61

“Transport Infrastructure Ireland will work with key stakeholders, including the NTA, to develop a **National Cycling Network Strategy** which will both map existing cycling infrastructure and identify gaps where future investment could be focused in order to **establish a comprehensive and connected cycling network around Ireland**. Given its national focus, this Strategy will encompass both urban and rural areas, and will be a valuable resource in relation to active travel connectivity around Ireland.” p.84

Climate Action Plan sets timelines for NCN Plan Delivery

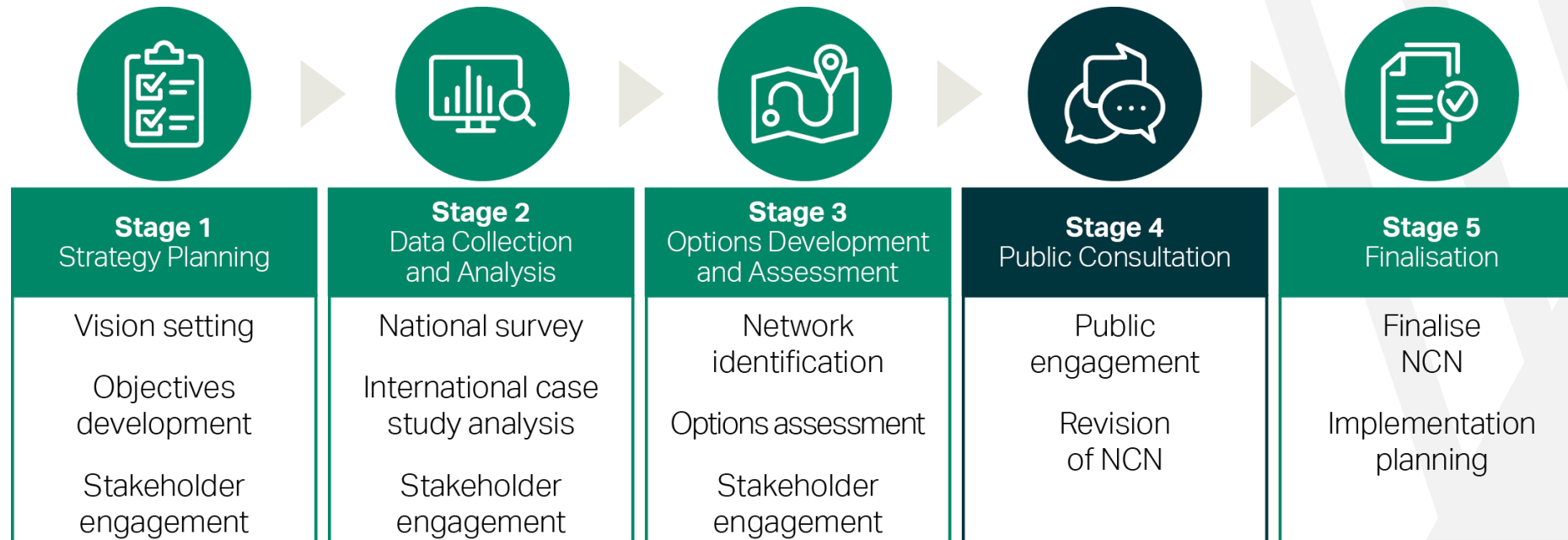


Action 232: Develop a coherent and connected National Cycle Network Strategy

Steps Necessary for Delivery	Proposed Output	Timeline	Lead	Key Stakeholders
Complete consultation on a draft National Cycle Network strategy to support development of a strategic national network of signed, mainly segregated or low-traffic routes primarily for cycling but also accessible and attractive for those walking, scooting, or wheeling	Complete Public consultation process for drafting strategy	Q2 2022	TII	D/Transport, NTA, Local Authorities, Other key stakeholders: Waterways Ireland, Fáilte Ireland, Trails Office, Sports Ireland etc.
Publish Strategy	Strategy published	Q4 2022	TII	



Delivery stages





In consultation with delivery partners, the NCN team developed a project vision statement, priorities and objectives

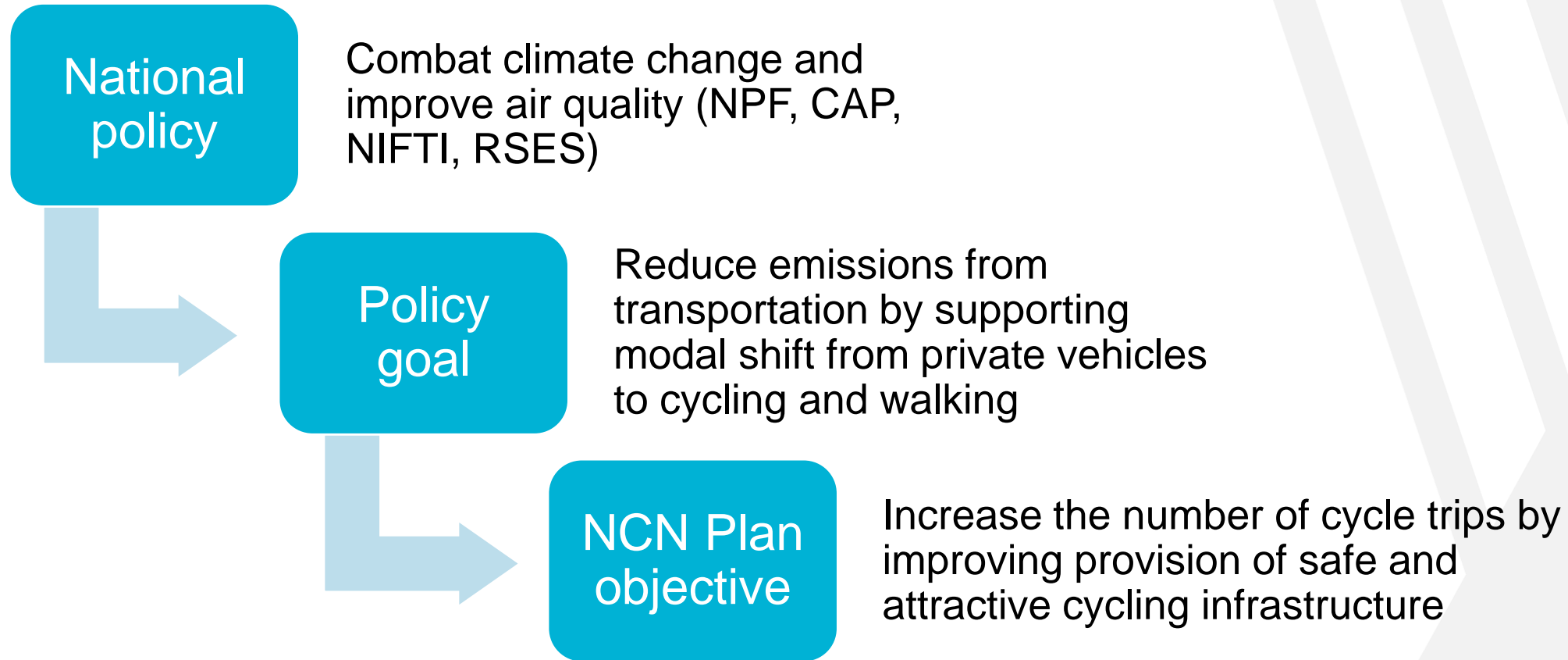
Vision statement:

“Develop a safe, connected, and inviting cycle network between urban areas and key destinations to achieve accessible, sustainable, and high-quality routes that will help to reduce the carbon impact of transport and promote a healthy and inclusive society.”

The NCN Plan will:

- Prioritise inter-urban connectivity between areas of 5,000+ population, as well as strategic destinations (e.g., transport hubs, centres of education/ employment, leisure and tourist destinations)
- Aim to maximise the number of users and encourage modal shift
- Optimise the potential for daily activities via active travel (e.g., school and work commutes)
- Integrate with existing and proposed cycle infrastructure
- Prioritise both road safety and the safety and security of users

NCN Plan Objectives



NCN Plan Objectives



National Policies

Healthy living
(NPF & SRTS)



Regional accessibility and
economic development
(NPF & RSES)



Safety & accessibility
(RSS & NPF & SRTS)



Prudent use of public funds
(PSC)



Policy Goals

Encourage active travel for daily activities
and recreation

Support connectivity and economic
growth of regional areas.

Propose safe and accessible
infrastructure that encourages modal shift
and limits interactions with other vehicles.

Ensure appropriate balance between
value for money and quality of outcome

Engagement with Delivery Partners



Project Board



An Roinn Iompair
Department of Transport



WESTMEATH COUNTY COUNCIL
Comhairle Chontae na hIarmhí

Advisory Group



An Roinn Iompair
Department of Transport



Technical Group



Project Management Team

AECOM

Engagement with key stakeholders



International best practices were reviewed and incorporated into the project approach



International case studies:

- Denmark
- United Kingdom
- Hungary

International expertise:

- International expert working for the Vlaams-Brabant Province in Belgium, focusing on national and regional cycle networks, including the implementation and roll-out of the Cycle Highways project in Flanders

Market Research was carried out to understand the views and needs of potential NCN users

Cycling Influences

What factors influence your decision to make a trip by cycle?

	Nbr	% obs.
Safety and security (e.g., street lighting, remoteness)	705	66%
Adjacent traffic volume (i.e., number of cars/ truck on the route)	502	47%
Adjacent traffic speed (i.e., speed of cars/ truck on the route)	464	43%
Landscape/ scenery	407	38%
Bicycle parking at destination	374	35%
Gradient (e.g., steep climb)	364	34%
Need to transport other people or items (e.g., children or heavy loads)	295	28%
Number of junctions/ roundabouts	282	26%
None of the above influence my decision to make a trip by bicycle	224	21%
Other	69	6%



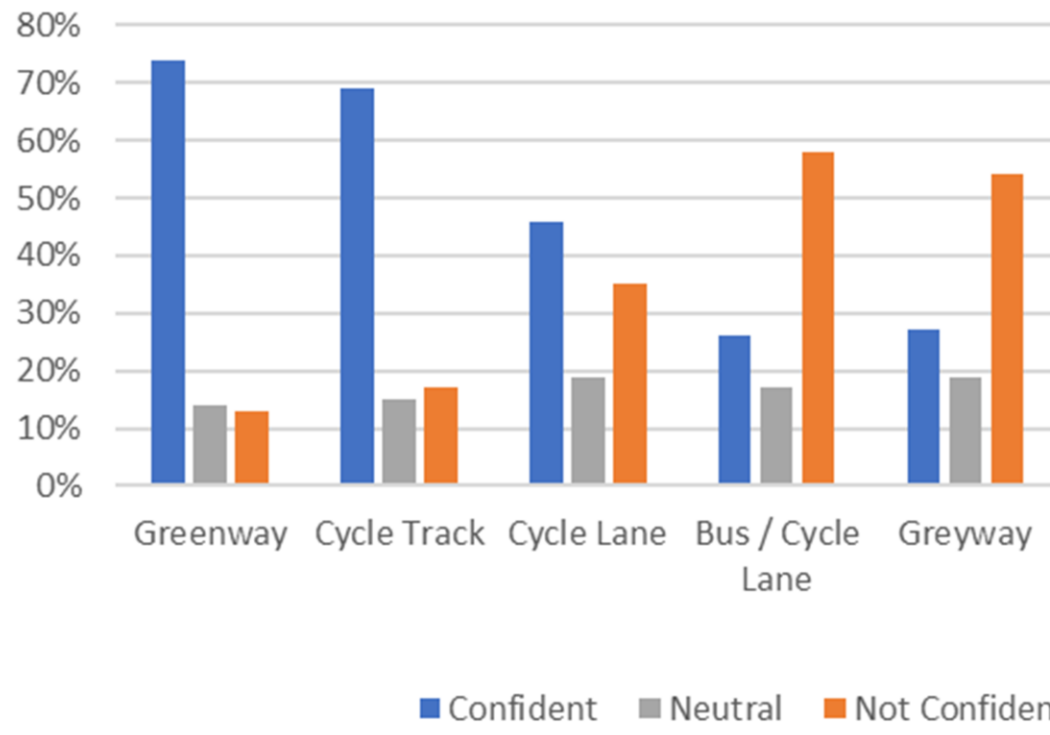
'Other factors' include:

- Weather
- Distance
- Ability

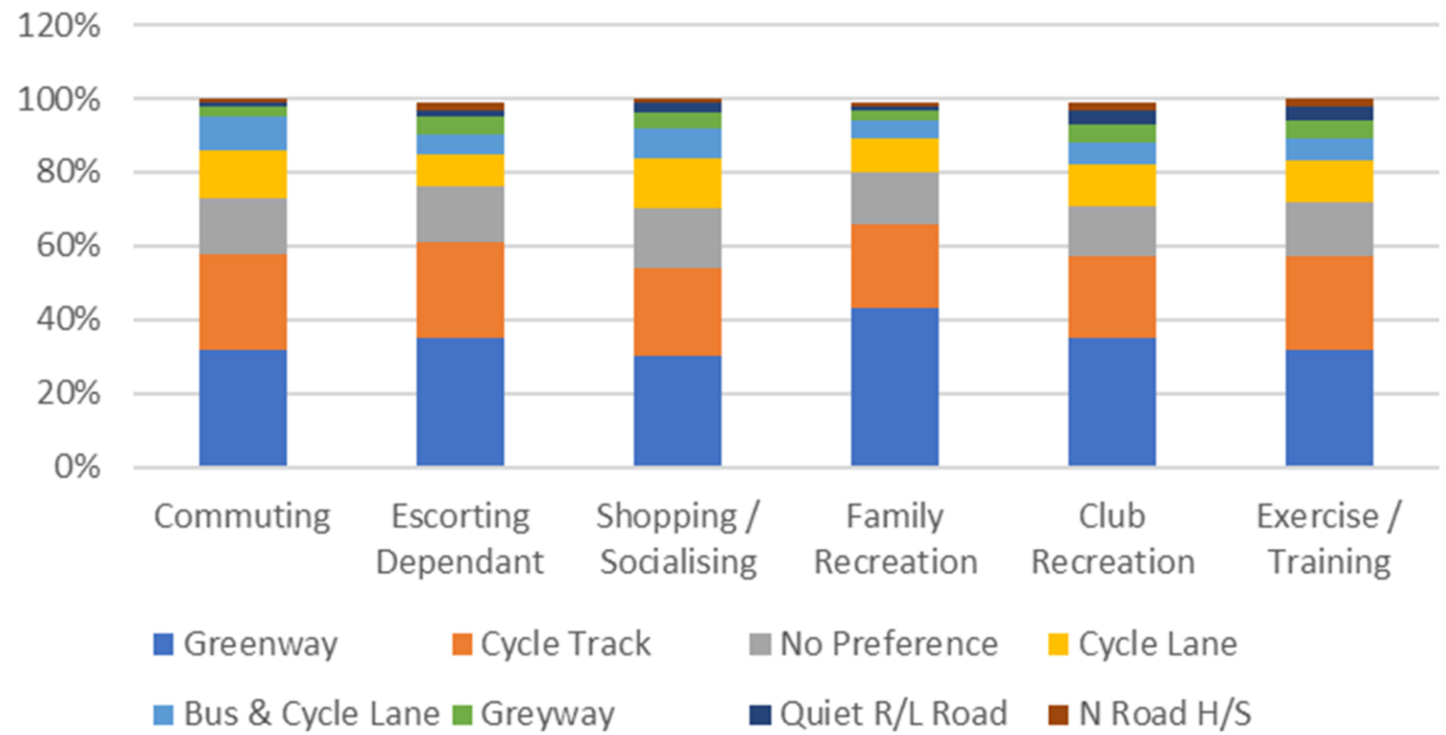
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Feedback on Infrastructure Type



Journey Purpose vs Infrastructure Type



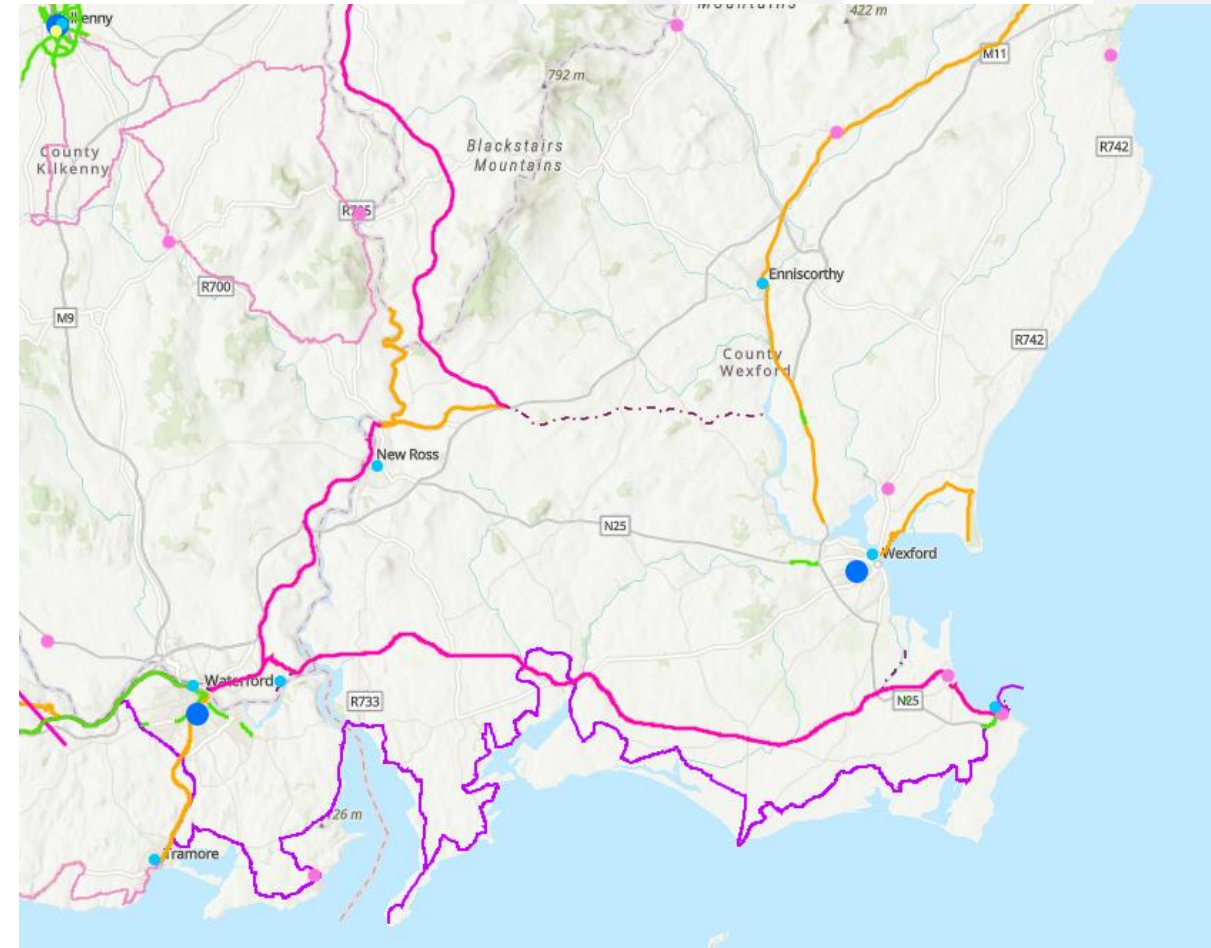
Corridor Development



Identification of corridor options factors in multiple data sets

- Corridors will connect:
 - Primary nodes (●) and Secondary nodes (◦)
- Corridors will aim to incorporate:
 - Tertiary nodes, i.e. smaller settlements (◦), centres of education, centres of employment, leisure destinations, and tourist destinations
 - Existing cycle networks/ infrastructure (—, —, —)
 - Planned cycle networks/ infrastructure (—, —)
 - Other existing or natural resources, e.g. disused railways (—)
- Corridors will aim to utilise and/ or compliment existing and planned cycle infrastructure whenever possible

Interactive NCN map as starting point



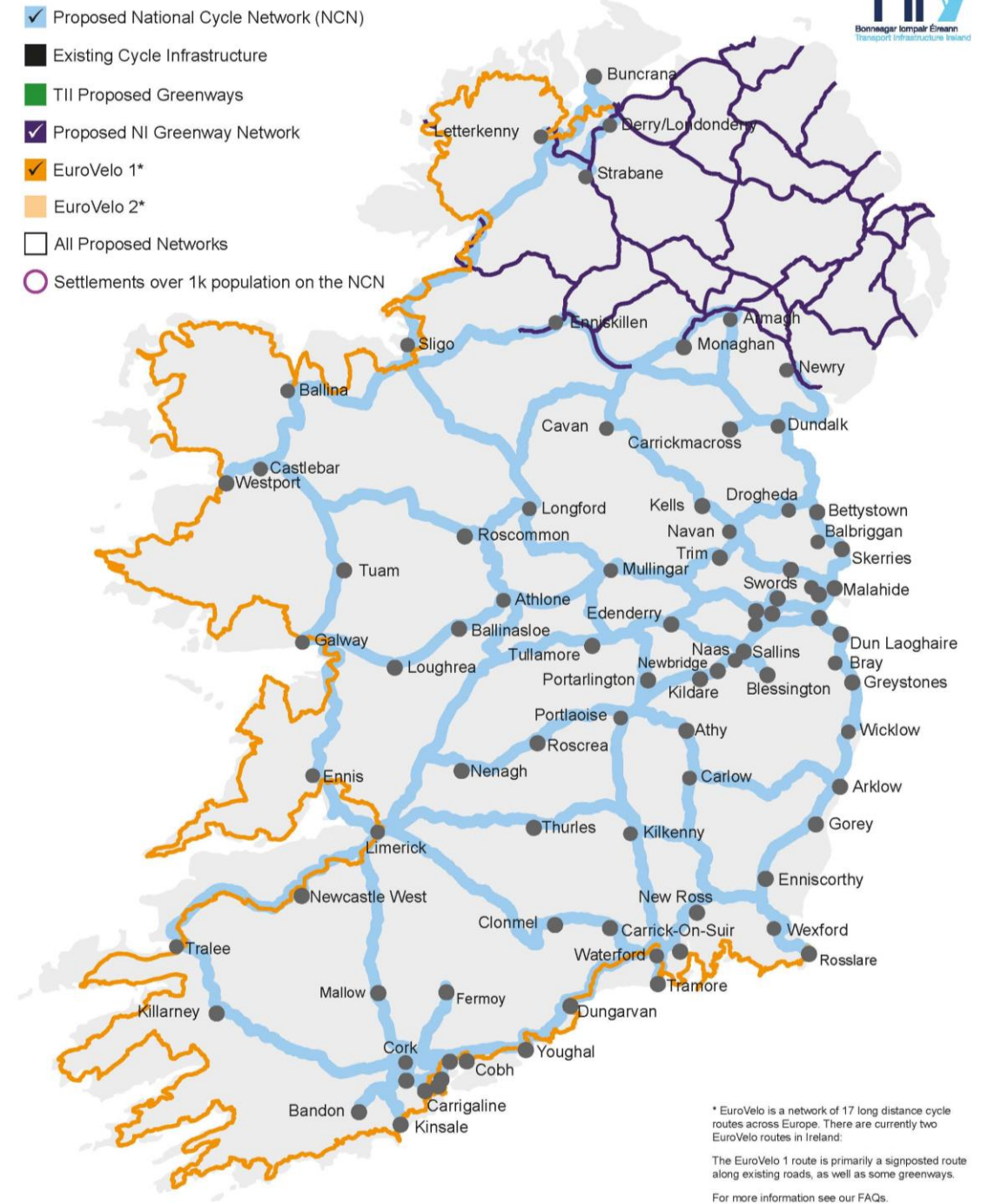
Proposed NCN

- Total length of NCN: ~3,500km
- Corridors are 4km wide and do not include design information



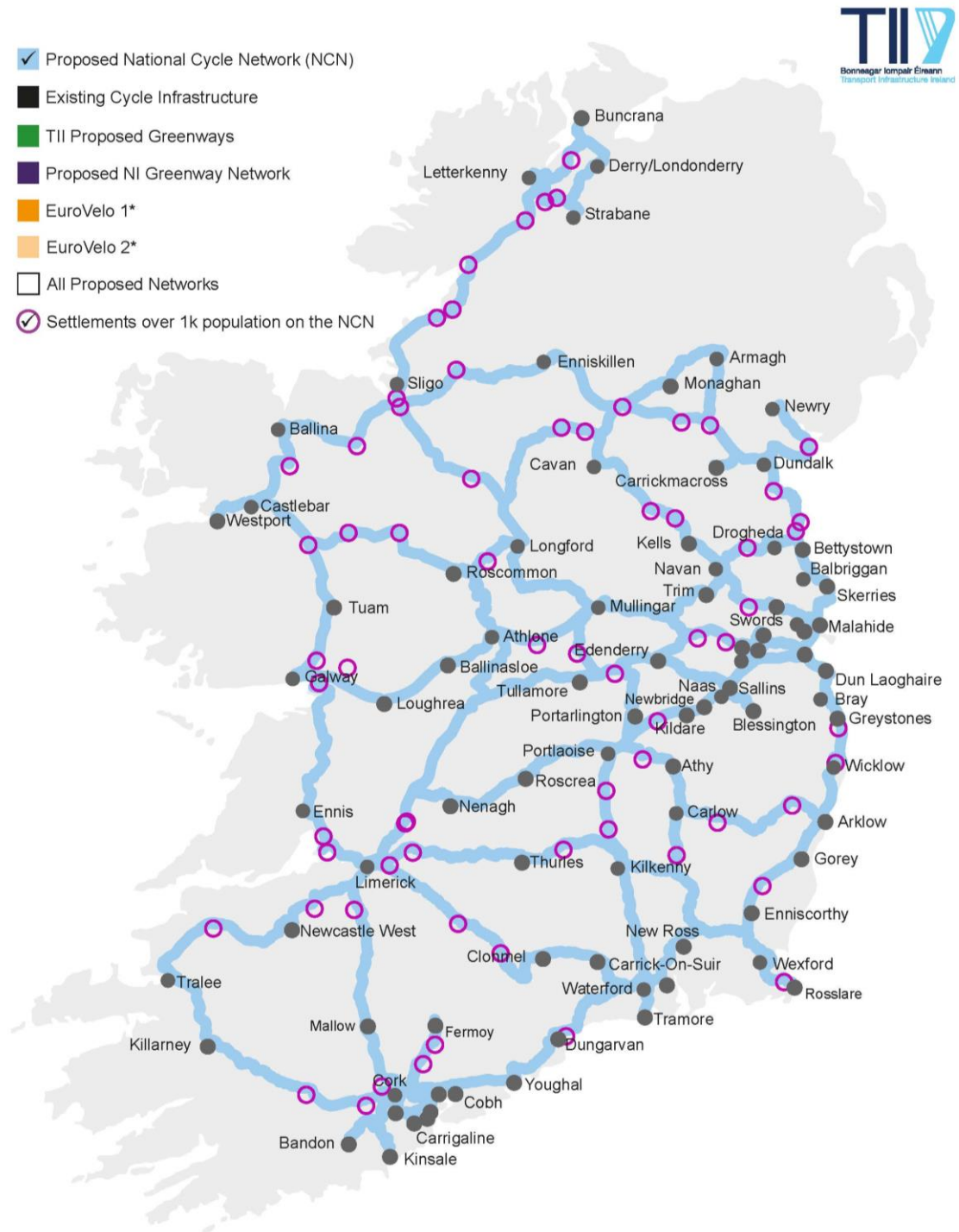
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Proposed NCN

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- NCN makes use of existing and proposed greenways where appropriate
- NCN connects over 200 cities, towns and villages



Public consultation

Website:

- 4th May go-live (<https://ncn.consultation.ai/>)
- Open to public for comment for over four weeks
- Consultation period ends 7th June

Stakeholder engagement:

- 4th-22nd April stakeholder workshops on proposed NCN held in advance of public consultation

Public Consultation Website



Th...
Wh...
Vision



Vision



Propo...

Proposal



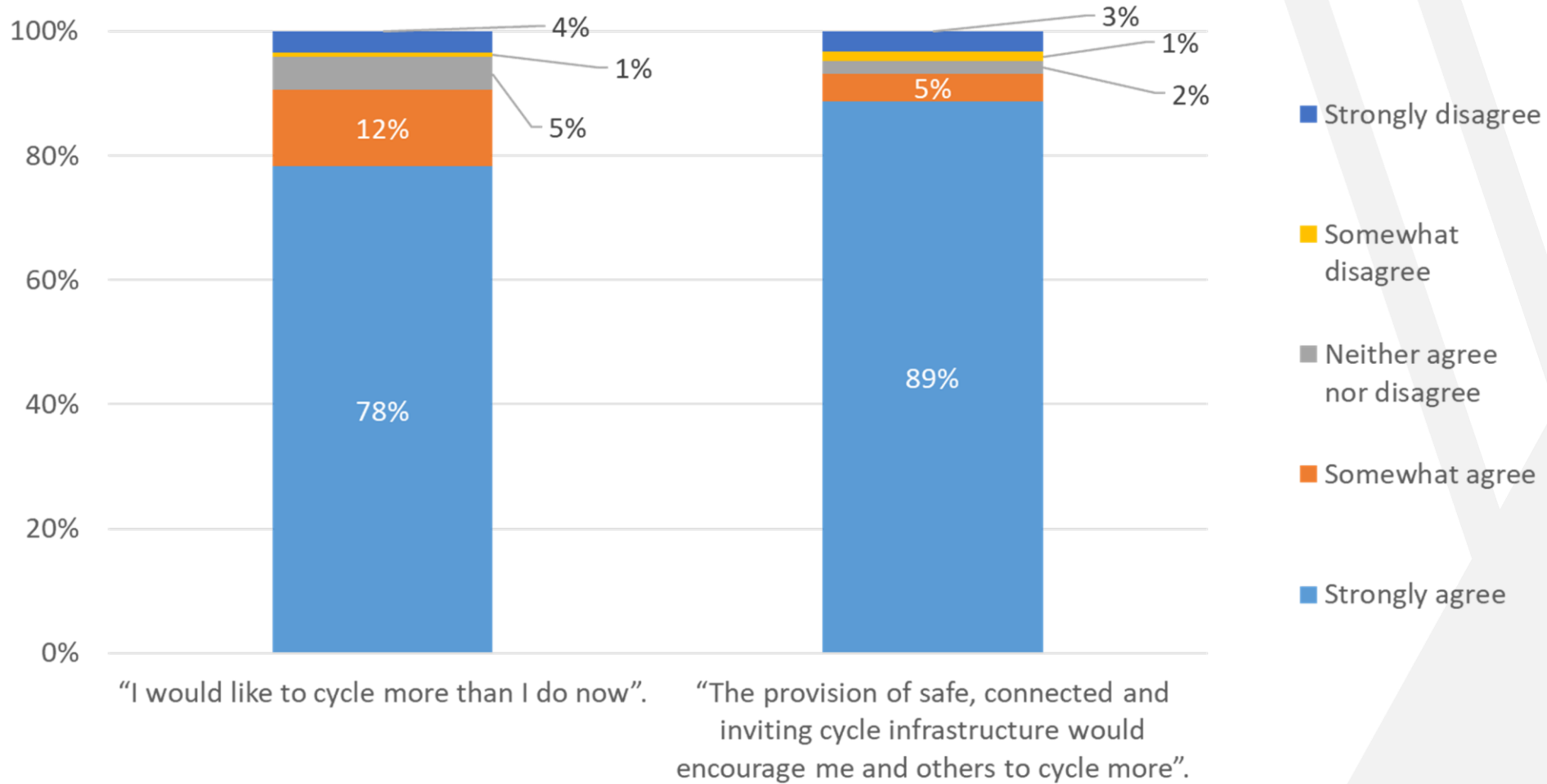
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What are the main NCN objectives? ▾

Public Consultation Outcomes



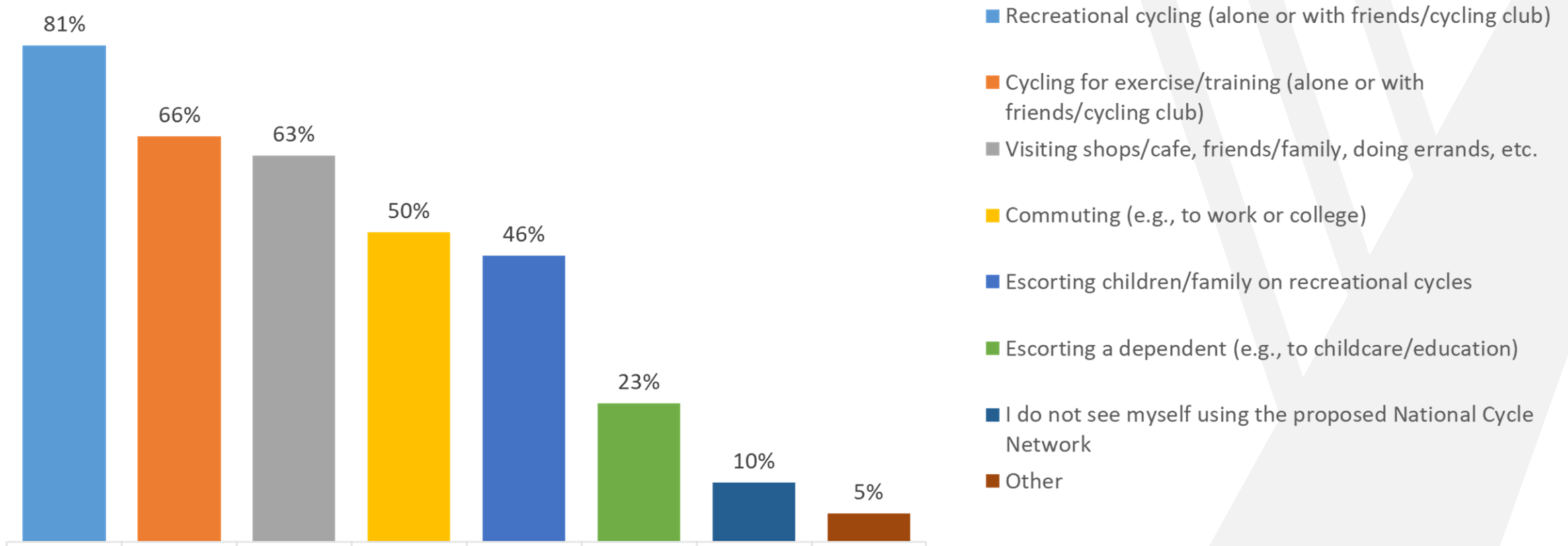
A clear majority of respondents want to cycle more and agree that safe, connected and inviting cycle infrastructure would encourage them to do so



Public Consultation Outcomes

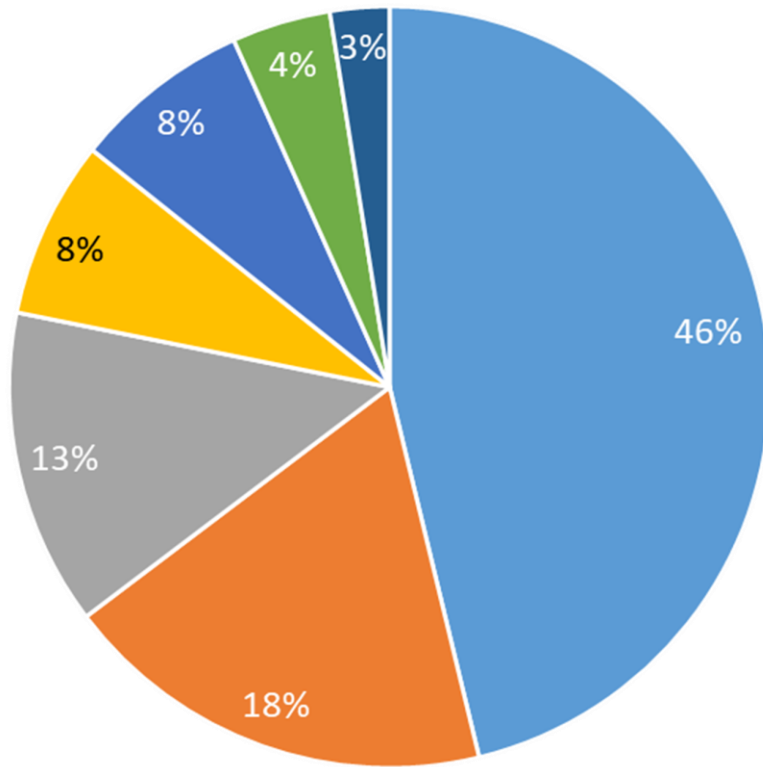
Recreational use was the most popular for the proposed network, but 50% of respondents believe they would use it for commuting

Do you see yourself using the proposed National Cycle Network for any of the following trip types?



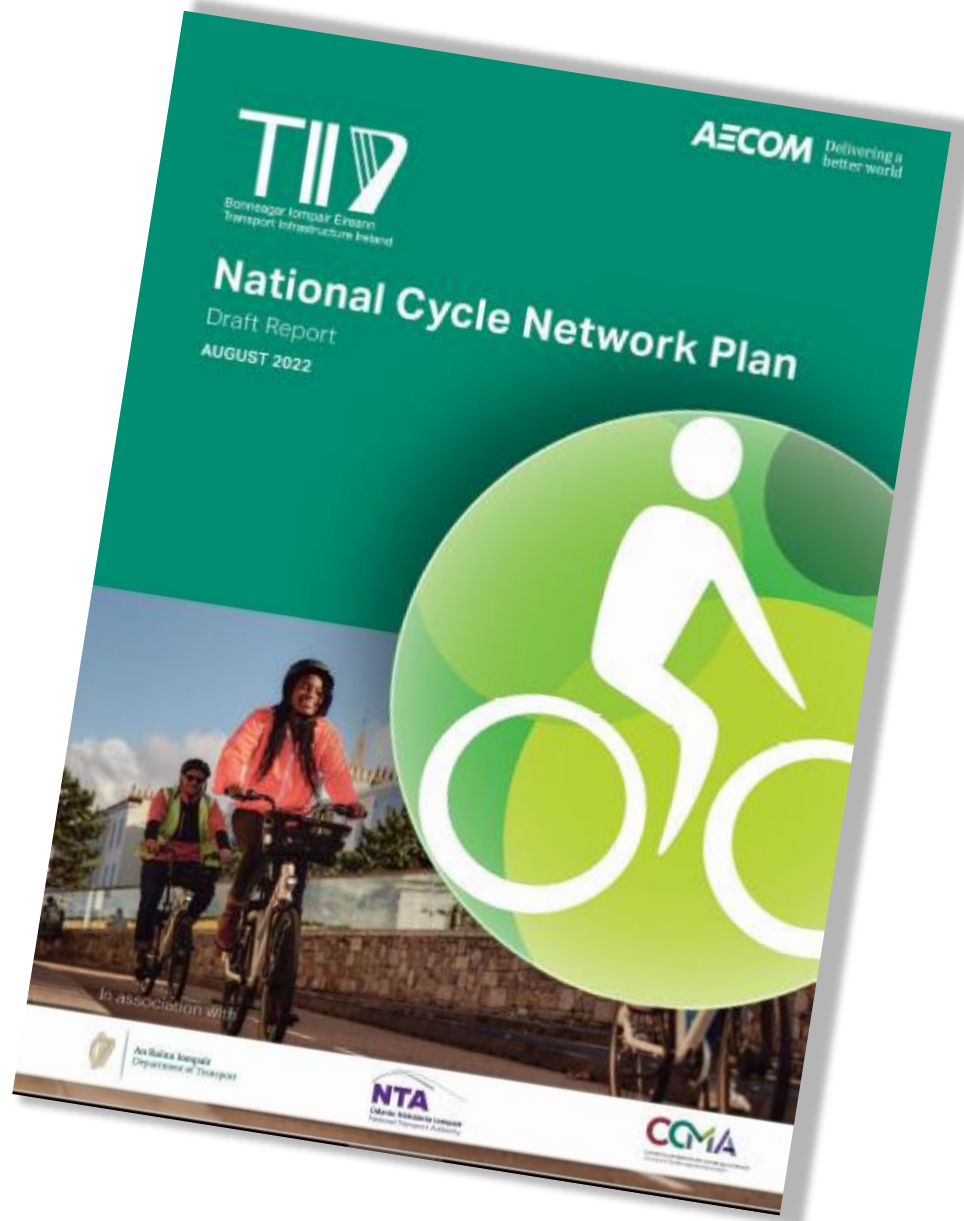
Public Consultation Outcomes

Local access to the NCN most common reason to not use it



- Can not access NCN
- Will not cycle on unsegregated cycleways
- Can not cycle
- Not interested in the NCN
- Will not cycle due to weather concerns
- Other
- Will not cycle due to vehicles nearby

Current Status and Steps to Completion





Bonneagar Iompair Éireann
Transport Infrastructure Ireland