

The Cork Cycling Survey:

Prioritising Measures that Promote Cycling

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¹ Cork Cycling Campaign works with local councils and public bodies, community groups, and other institutions to improve cycling infrastructure and encourage people to cycle. The Campaign's focus is primarily on everyday cycling – that is, cycling as a form of transport. We also support the development of recreational cycling facilities. The Campaign strives to improve safety for all cyclists and to encourage mutual consideration, understanding, and respect between cyclists, motorists, and pedestrians. It is a member of Cyclist.ie.

EXECUTIVE SUMMARY

Increased rates of cycling have tremendous potential to ameliorate Cork's acute traffic congestion and associated problems, and to contribute towards making the city more attractive, sustainable, and competitive, with a better quality of life for all its people. To assess their perceived effectiveness in increasing the number of people who cycle, the Cork Cycling Campaign surveyed people's opinions on ten cycling-related measures. The survey received 837 responses, an extraordinarily strong response for a small city. Two thirds of respondents were regular cyclists while one third cycled infrequently or not at all. There was a strikingly high level of agreement across the different cyclist types, with some measures consistently rated more effective than others.

Measures to improve primary cycling infrastructure were clearly viewed as the most effective in encouraging more people to cycle. These measures were ensuring continuity of cycle lanes, segregating cycle paths from motor traffic, keeping motor vehicles from parking in cycle lanes, and keeping such lanes clean and free of hazards. Secondary cycle related infrastructure — expansion of the Cork public bike scheme and greater parking for bikes — was also seen as being effective. Other measures were viewed as moderately effective in promoting higher rates of cycling. Several themes recurred in written comments, including the need for educational campaigns around safe and considerate sharing of roads and pathways, and for better enforcement of road rules.

We make several recommendations based on the findings in this, probably the first such, survey in Ireland. We recommend placing greatest emphasis on delivering high quality primary cycle infrastructure — this means cycle paths that are physically segregated from other traffic wherever possible and continuous cycle lanes elsewhere. To be useful, it is also critical that cycling infrastructure be maintained and kept free of debris, hazards, and parked vehicles. Secondary infrastructure, like bike parking and expanding the bike sharing scheme, should also be provided; they are cost-effective means to further promote cycling in the city. To deliver a coherent and effective cycle network that makes a real difference to personal transport in the city, cycling should be incorporated as a central pillar of Cork's City Centre Movement Strategy.

Because such infrastructure investment needs a major financial commitment at the national level, we strongly recommend that the proportion of the land transport budget for cycling be increased to 10%, in line with the Allocate4Cycling Campaign.

Although this survey focussed specifically on cycling in Cork, the findings reported here are expected to be widely relevant to other cities and towns in Ireland and elsewhere.

1. INTRODUCTION

Cycling is a solution to many of the most pressing problems of modern cities and modern lifestyles. Higher rates of cycling improve public health, reduce congestion, and result in lower greenhouse gas emissions, air pollutants, and noise. A high proportion of cycling also makes for more liveable and sociable streets and communities.

In Cork city, commuting patterns are characterised by high private vehicle dependence. As a result, acute traffic congestion is common and air quality in and around the city can be poor. Indeed, Cork city is implementing a major transport strategy, the City Centre Movement Strategy (CCMS), that aims to partly address some of these issues through improving public transport services.

In this context, increasing the rates of cycling should be a major priority for Cork city. Indeed, the last two decades have seen significant investment in cycling infrastructure in the city, and the last few years have seen a strong growth in cycling locally. However, overall rates of cycling in Cork and other small Irish cities and towns remain low. These observations raise questions about why existing cycle infrastructure does not encourage more people to cycle and about the cost effectiveness of previous spending on cycle infrastructure. A more important question, however, is which cycling measures should be prioritised in future to encourage higher levels of cycling. The answers to these questions are widely relevant and address broader issues than the Cork context alone.

The aim of this research is to address the question of which measures would be most effective in encouraging people to cycle, and hence to identify which measures should be prioritised. To do so, the Cork Cycling Campaign carried out an online survey of the opinions of people with a wide range of cycling experience in Cork city. The survey asked participants to consider and rate the effectiveness of ten measures in terms of whether they would increase local cycling. To the best of our knowledge, this is the first such survey of cyclist opinion in Cork or Ireland and represents an important dataset on people's opinions on these questions. Here we present an analysis of the survey results and comments from survey participants. Based on these findings, we make several recommendations for local councils and governmental departments and agencies.

2. SURVEY METHODOLOGY

The survey took place from 10 July to 17 August 2018 and was conducted online using Google Forms. The format of the questions was constrained by the functionality of Google forms. A link to the survey was distributed primarily via the Campaign's Twitter and Facebook accounts. Periodic reminders about the poll were posted over the survey

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period. The survey link was also emailed to staff mailing lists at University College Cork and Cork Institute of Technology and shared by individuals and groups with interests in cycling, environmental, and urban planning topics.

Survey questions focussed explicitly on cycling in Cork city, a point reiterated in the survey introduction and in some questions. Written responses demonstrated specific knowledge about Cork road infrastructure and geography (see Appendix); there were no indications that respondents were unfamiliar with Cork transport matters.

Respondents were asked three types of questions:

1. How frequently they cycled in Cork city. The options were (i) regularly (that is, every week), (ii) a few times a month, (iii) infrequently (a few times a year), and (iv) never.
2. To consider a list of ten potential cycling measures and to rate how effective each measure would be in encouraging more people to cycle. The rating ranged from 0, corresponding to “ineffective”, to 9 corresponding to “highly effective”; 5 was labeled “somewhat effective”.²
3. To describe other measures that they thought would be effective in making Cork a better city for cycling.

For the second question type, the ten cycling-related measures had been identified in discussions among Cork Cycling Campaign members. The measures were

- A. Continuity of cycle paths (including through junctions)
- B. Segregation of cycle tracks from other traffic (e.g., on Popes Quay)
- C. Enforcement of no parking in bike lanes
- D. Extension of bike sharing schemes (Coke Zero bikes, dockless bike sharing)
- E. Appointment of a full-time city cycling officer
- F. A 30 km/h speed limit in city
- G. Covered, secure bike parking for commuters (in city centre, business parks, apartments)
- H. More bike stands around the city
- I. Renewal of bike lane surfaces & cycle specific signage
- J. Mapping & signposting of cross city cycle routes (e.g. Mahon to CIT, ...)

It is worth noting that the range of values ranged from, at worst, neutral (“ineffective”) to strongly positive (“highly effective”). The possibility that these measures could reduce the level of cycling or uptake of cycling in the city (that is, to reduce cycling rates) was not considered plausible.

² In the survey 1 corresponded to “highly effective”, 5 to “somewhat effective”, and 10 to “ineffective”. The scale has been inverted in this analysis so that higher numbers reflect greater perceived effectiveness.

3. ANALYSIS OF RESPONSES

3.1 Survey response

The survey was completed 837 times. This response rate is exceptionally high, especially considering that the survey focussed exclusively on Cork city, and that Cork has a relatively low proportion of cyclists at present.³ The high response rate is evidence of the strong interest in this topic, particularly in the cycling community.

There were probably fewer than 10 double entries. Double entries were apparent based on identical written comments and were likely re-submitted in error. Duplicate entries were too few to significantly influence the survey findings and were not removed from the dataset. Almost all respondents completed all the questions, except for the final written question, which was answered by 435 respondents (52%).

54.4% of respondents reported cycling regularly (that is, every week), 12.7% reported cycling a few times a month, 18.0% cycled infrequently (a few times a year), and a further 14.9% reported never cycling in the city (Fig. 1). This means that over two thirds (561) of respondents had extensive cycling experience in the city while the number of occasional or non-cyclists (276) was still sizable. The strong response suggests that the survey accurately captures the opinions of those who cycle regularly, and of those who cycle infrequently or not at all, in Cork. Hereafter, we designate “cyclist type” to indicate the respondents’ cycling frequency.

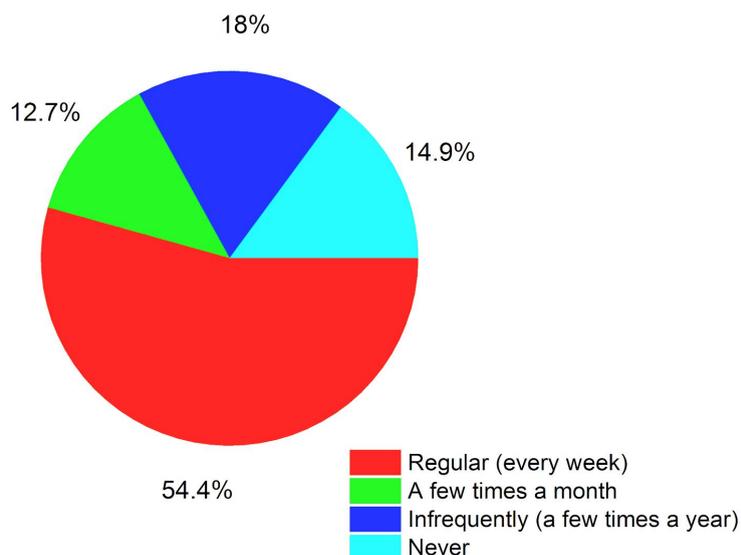


Figure 1. Cycling frequency of respondents in Cork city.

³ The fraction of cycling in Cork to all transport modes was 2.7% in 2016 (Central Statistics Office, *Commuting in Ireland*)

3.2 Distribution of responses

The measures listed in the survey had been discussed internally in the Cork Cycling Campaign and identified as potentially effective measures to promote cycling in the city. Unsurprisingly, respondents tended to rate the listed measures as moderately to highly effective. This is reflected in the high median and mean values for all proposed measures of 8 and 6.8, respectively. The standard deviation was 2.6.

The distribution of different rankings (Fig. 2) were strongly skewed towards “highly effective” values. Accordingly, the median (not the mean) is the preferred summative property for describing the distributions. Mean values are used to draw out finer comparisons between measures and responses in the analysis.

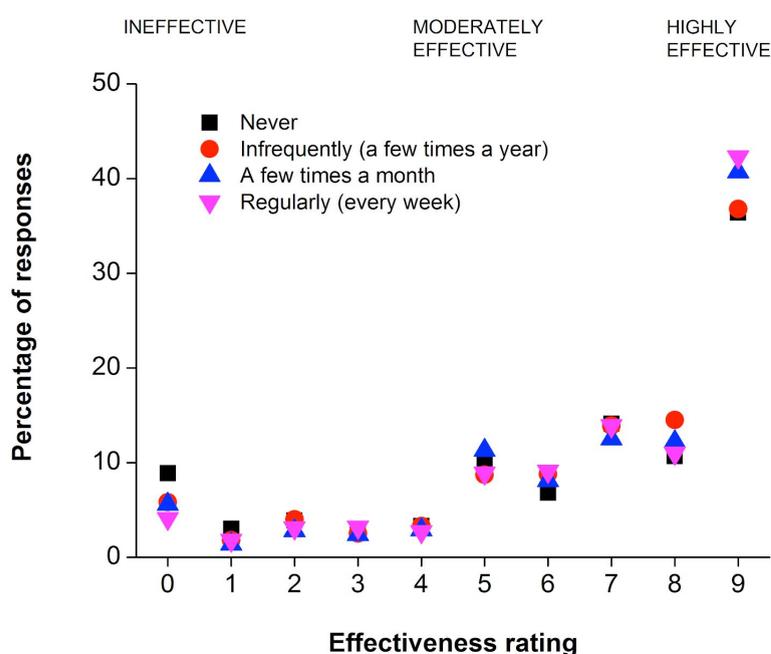


Figure 2. Percentage of response ratings for all listed measures based on cyclist type. A value of 9 corresponds to “highly effective”, 5 to “somewhat effective”, and 0 to “ineffective”.

Figure 2 also shows remarkable consensus between different types of cyclist and their overall assessment of the effectiveness of the listed measures in getting more people to cycle. Mean values for all measures increased slightly with increasing cycling frequency (Fig. 3). In other words, regular cyclists were slightly more optimistic about the effectiveness of the different measures than those who cycled infrequently or not at all. This small difference should not mask the finding of broad agreement among different cyclist types on these measures.

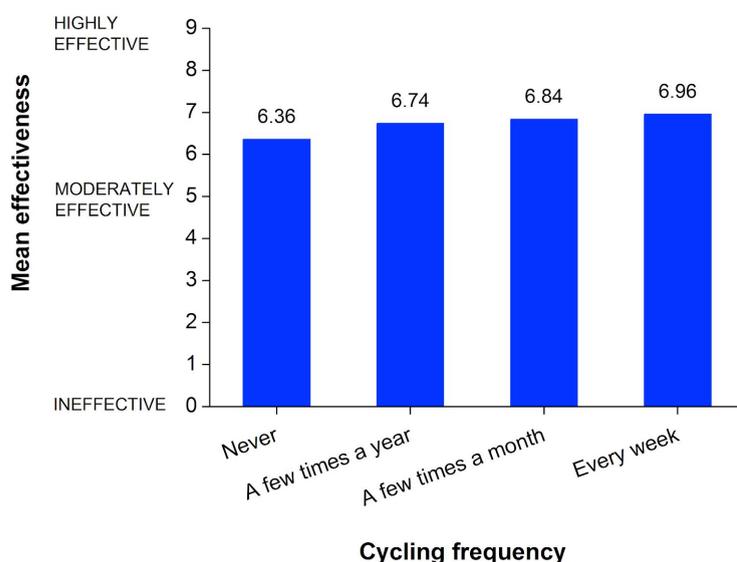


Figure 3. Mean ratings of all listed measures by cyclist type. A value of 9 corresponds to “highly effective”, 5 to “somewhat effective”, and 0 to “ineffective”.

3.3 Rating of different measures

The median effectiveness rating of each of the measures is shown in Fig. 4. Median values indicate that all listed measures were rated from highly to moderately effective. It is also clear that the median and mean (Fig. 5) ratings by different cyclist types varied consistently across the different listed measures. Over half of respondents gave the highest possible effectiveness rating to three measures (continuity of cycle paths, segregation of cycle tracks from other traffic, and enforcement of no parking in cycle lanes). The measure with the lowest effectiveness rating (with a median rating of “moderately effective”) was that of implementing a 30 km/h speed limit throughout the city. Other measures fell between highly effective and moderately effective categories.

Mean ratings of the different measures by cyclist type are given in Table 1. The measures presented are broadly categorised as (i) primary, on-road infrastructure (A, B, C, I), (ii) secondary cycling facilities (D, G, H), and (iii) traffic management and other measures (E, F, J).

The measures that respondents considered most effective were those that focussed on primary cycling infrastructure — that is, issues surrounding cycle tracks or paths. Of these measures, path continuity (A) and segregation (B) were placed ahead of enforcement of no parking in cycle lanes (C) and renewal of cycle lane services (I). These responses indicate a strong preference for complete physical segregation from motorised traffic and demarcated and effective cycle lanes. Continuity of cycle lanes across junctions and segregation of cycle paths from traffic were rated as the most effective measures by every class of cyclist (Table 1). Keeping cycle lanes usable and

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safe — that is, free from stopped cars — was also regarded as highly effective. These ratings underline the emphasis that all types of cyclists (including those who do not cycle) place on having clear, usable lanes for cycling. Improving the quality of existing cycle lanes was also regarded as an important measure to promote greater uptake of cycling. Many written responses pointed out significant maintenance concerns with existing cycling infrastructure (see Appendix). Glass and debris in cycle lanes and the alignment and depth of drainage holes were frequently noted as problems in Cork.

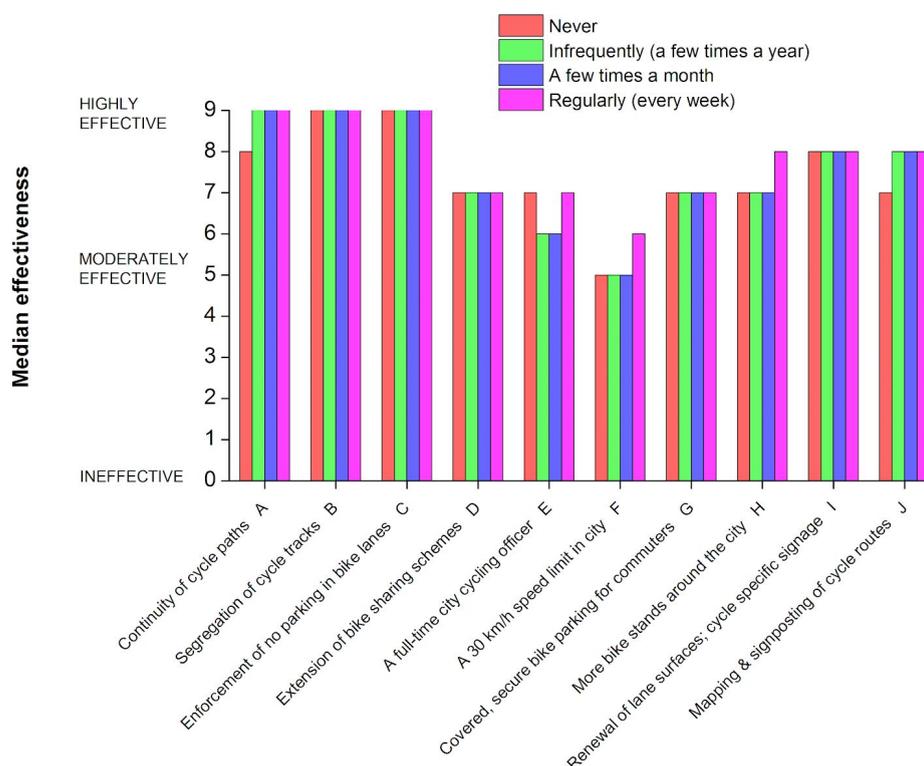


Figure 4. Median values of the effectiveness of measures to promote cycling by cyclist type. A value of 9 corresponds to “highly effective”, 5 to “somewhat effective”, and 0 to “ineffective”.

Provision of secondary cycle infrastructure was also seen as effective, although less so than improvements to primary cycling infrastructure. Cycle parking (both G:covered & secure for commuters, and H:casual, on-street cycle parking) were highly and similarly rated by all cyclist types. On street cycle parking was usually rated marginally more effective than covered, secure commuter bike parking — an interesting exception is that non-cycling respondents considered specific commuter parking to be more effective than on street parking. The other secondary cycle infrastructure measure, namely expanding the public bike sharing scheme (D), has received significant media and political support over the last few months. Despite the attention given to this measure, respondents ranked it somewhat below cycle parking in terms of effectiveness. This was true even for non-cyclists and infrequent cyclists, the groups expected to benefit

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most from expanding the scheme, and for whom the scheme provides an easy entry point to cycling in the city.

The remaining miscellaneous measures entailed provision of information for cyclists (J: mapping & signposting) and general traffic management (F: a 30 km/h speed limit in the city and E: appointment of a full time cycling officer). These measures were seen as moderately effective — slightly less effective than the other measures listed. Perhaps surprisingly, mapping and signposting of cycle routes was more highly regarded than the other two measures. All cyclist types regarded information about cycling routes across the city as important, although frequent cyclists saw it as relatively less effective; this may be because such cyclists have established their own routes across the city and do not see the need for routing information. Information about primary cycling routes seems to be implicitly related to primary cycle infrastructure in the sense that it helps a person navigate across the city by bicycle.

Table 1. Mean ratings of the effectiveness of different measures by type of cyclist. Higher values represent higher perceived effectiveness.

Cycling frequency in Cork city	A	B	C	D	E	F	G	H	I	J
	Continuity of cycle paths	Segregation of cycle tracks from other traffic	Enforcement of no parking in bike lanes	Extension of bike sharing schemes	A full-time city cycling officer	A 30 km/h speed limit in city	Covered, secure bike parking for commuters	More bike stands around the city	Renewal of bike lane surfaces & cycle signage	Mapping & signposting
Never	6.75	6.94	6.82	6.18	5.86	5.14	6.62	6.34	6.49	6.48
Infrequently	7.11	7.43	7.11	6.68	5.95	5.36	6.77	6.85	7.09	7.06
A few times a month	7.48	7.51	7.20	6.84	5.99	5.23	6.79	6.81	7.31	7.25
Regularly	7.56	7.64	7.40	6.58	6.27	5.87	6.94	7.09	7.25	6.95

3.4 Written comments

Several themes were repeated in the written comments question to describe other measures that respondents thought would be effective in making Cork a better city for cycling. An excerpt of comments is given in the Appendix. In the following, the comments are broadly grouped into the main ideas presented in the 435 written comments.

Probably the major recurring theme was that more education, training, and informational campaigns were necessary. Both cyclists and motorists were identified as needing such training. Many respondents strongly emphasised the need to promote greater mutual awareness and consideration of, and respect for, all road users around sharing the road. The need to educate pedestrians (and cyclists, to a lesser extent) on

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the shared used of pathways was also strongly articulated. Other aspects of training mentioned included the rules of the road and cycle skills. On street cycle-specific routing and safety information was also commonly cited.

Enforcement and obeying the rules of the road were another major theme. As a whole, the criticism was balanced, emphasising the need for both motorists and cyclists to respect the rules of the road and for gardai to enforce the rules. There was considerable self-criticism by cyclists in this regard, noting that flouting the rules of the road by some gave cyclists a bad name among motorists, making it harder to reach a position of mutual respect and understanding.

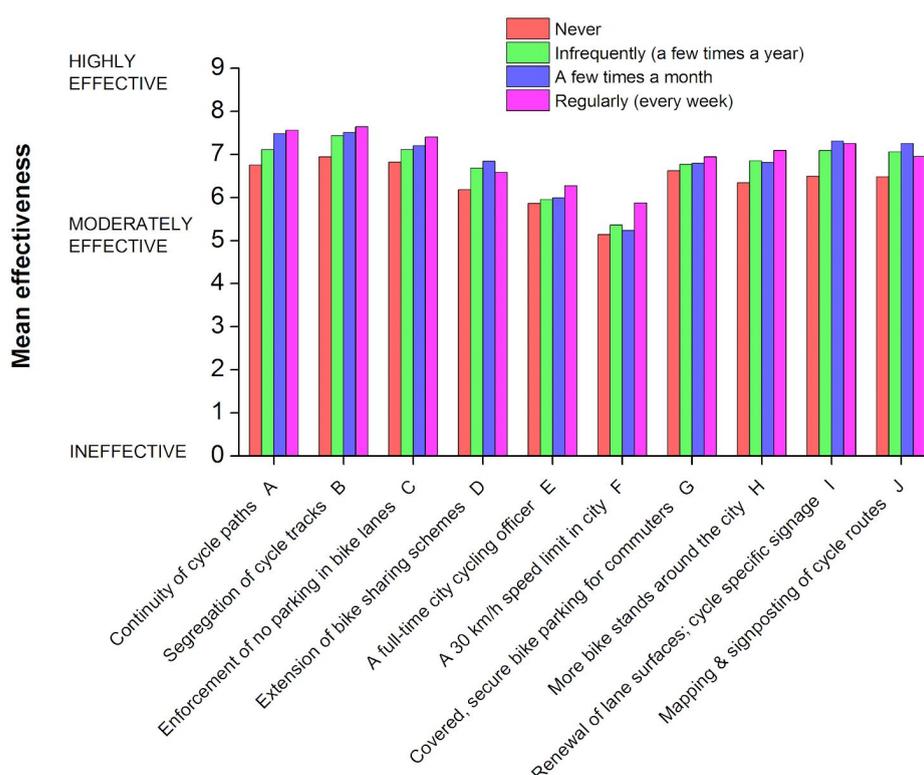


Figure 5. Mean values of the effectiveness of measures to promote cycling by cyclist type. A value of 9 corresponds to “highly effective”, 5 to “somewhat effective”, and 0 to “ineffective”.

Although mentioned specifically earlier in the poll, the need for continuity and especially the segregation of cycle lanes was often repeated. The design of cycling lanes was frequently called into question, and several respondents sharply criticised shared bus/cycle lanes. There were many calls for an expanded cycle lane network, including for the proposed Lee-to-Sea Greenway. Many comments identified specific locations in Cork where better cycling infrastructure was needed.

For improving the cycle network, cycle specific signals at junctions and contraflow cycle lanes along one way streets were frequently mentioned. Cycling priority zones in selected areas and the need to make neighbourhoods permeable by bicycle were also noted in several submissions. There were many comments about maintaining and cleaning cycle lanes, including specific criticisms such as the alignment of drainage grids, potholes and crevices, all of which pose a danger to cyclists.

Education, training, and the safety of children was a common theme. Several respondents called for specific measures around schools to make walking and cycling safer. Respondents stated that the perception of danger while cycling meant that they or their friends did not cycle.

Other topics included extending the bike sharing scheme, provision of showering and changing facilities at workplaces, more bike stands in the city, and the need for park and cycle schemes, particularly for those coming in from the eastern side of the city.

DISCUSSION

To our knowledge, this study is the first such survey of the opinions of people in Ireland on the important question of which measures are most effective in promoting higher rates of cycling. The large number of survey participants suggests that the opinions captured are representative of the perceived effectiveness of different cycling measures. The survey is therefore an important dataset on people's opinions on cycling measures in Cork. The survey findings are therefore a valuable pointer for prioritising measures to promote cycling. Although the study was focussed on cycling in Cork city, its findings are probably directly relevant to cities with a similar level of cycling infrastructure and characterised by relatively low rates of cycling.

A central finding of this study is the broad level of agreement between all types of cyclists (including those who do not cycle) on which measures would be most effective in encouraging more people to cycle, or to cycle more frequently. All ten cycling measures surveyed were regarded as effective in promoting increased rates of cycling. Provision of high quality primary cycling infrastructure — continuous cycle lanes and segregated cycle paths that are free of parked vehicles and other hazards and debris — was clearly identified as the most effective measure. Without such infrastructure, it is hard to envisage enough people starting to cycle to have a large impact on local traffic congestion and air quality. Although other measures were seen as slightly less effective than high quality primary cycling infrastructure, they are generally much more straightforward and less expensive to implement.

Limitations of the survey were that it did not capture the gender or age of participants. Such information would have been useful in identifying whether certain demographics were more influenced by some measures than by others. The written comments strongly emphasised the importance of education and informational campaigns around the sharing of the road and pathways: the content of such campaigns should be identified in future research.

RECOMMENDATIONS

Based on the above findings from a large number of respondents and the shared opinions across different types of cyclists, we recommend the following measures as key steps to promote cycling in Cork city. While focussed on Cork city, the recommendations are expected to be broadly relevant in other cities in Ireland, the UK, and elsewhere.

We recommend:

1. Focussing on developing primary cycling infrastructure that is high quality, convenient, and safe. Specifically, this means that:
 - a. Fully segregated cycle paths should be the default standard for major cycling corridors across the city. That will not always be possible in every situation, but strenuous efforts should be made to introduce such measures as widely as possible.
 - b. All steps should be taken to ensure that cycle paths and lanes are continuous (i.e., that they continue through traffic intersections, and not end before or start after them as is common in Cork). Indeed, Cork city does not have a single cycle route that extends across the city. It would be unthinkable to develop such a fragmented road network for motor vehicles; the same must hold true of cycle infrastructure. This is a major weakness in Cork's current transport infrastructure.
 - c. Cycle lanes and paths must be usable, well designed, and of high quality. In practice, this means (a) enforcement to exclude parking or stopping of motor vehicles in cycle lanes. Also, (b) that many cycle lanes need to be upgraded and lanes must be maintained in good working order. Some older cycle lanes and roads are intrinsically hazardous, such as being too narrow or having deeply sunk drainage grills, or being poorly designed, such as sudden integration with motor vehicle lanes. Attention to such details in the installation of cycling paths and lanes is essential.

At the local level, we strongly recommend making cycling a central pillar of the Cork City Centre Movement Strategy and integrating cycling into the city's

overall transportation strategy. This will help make cycling provision a forethought, not an afterthought.

We acknowledge the cost and complexity of installing such high quality infrastructure according to the recommendations above. Such large scale infrastructural changes would be strongly supported by increased national funding investment in cycling. We therefore strongly endorse the Allocate4Cycling Campaign which calls for at least 10% of the national transport budget to be spent on cycling infrastructure.

2. The city also should take steps to provide better secondary cycling infrastructure. More on-street bike parking is inexpensive, easily installed, and brings customers into the heart of the city. Usage of bike stands should be monitored and care taken to provide appropriate levels of cycle parking across the city. Since bike parking is about 8 to 10 times more efficient than car parking, the city should be prepared to replace some car parking spaces with much more efficient bike parking. And where planning permission specifically requires cycle parking (including at the redeveloped Páirc Uí Chaoimh stadium), the city and planning authorities should ensure that these obligations are fulfilled.
3. However, the city should also work actively with businesses in the city centre, business & retail parks, and public institutions, colleges and hospitals with large campuses, to install secure & covered cycle parking for employees. High quality cycling facilities (i.e., not cheap racks) should be a condition for any new business developments of any size.
4. Signage and information on cycle routes should be delivered. Online apps, cycle specific signage, and brochures on the cycle network are all low cost, effective measures.
5. The National Transport Authority should prioritise expanding the Coke bike sharing scheme to key locations with major trip attractors. The success of the scheme in Cork indicates that taxpayer money can be efficiently spent with careful placement of the scheme. The Campaign has identified several locations that would attract strong demand and coherently extend the existing scheme.
6. Other measures identified, including appointing a full-time cycling officer and reducing speed limits throughout the city, should also be considered.
7. While Cork's cycle network has some obvious deficiencies, it is also important to point out to the public that cycling is possible and is increasingly an enjoyable and practical transport choice. We therefore recommend that the city develop a marketing campaign to promote cycling. The benefits to those who switch to cycling, to other road users, and to the city as a whole, are very positive.

“A City Cycling is a Beautiful Thing”

APPENDIX: Selected respondent comments

The following are selected comments to the question *“What other measures do you think would be effective in making Cork a better city for cycling?”*

“Please, please make the cycle lanes safer. My daughter is finally old enough to cycle through the city with us and my heart is in my mouth every time we make the trip. I just want her to be safe.”

“Basically, the main reason I don't cycle around the city is that I hate cycling on the road with cars and traffic. Only if there were well-developed, continuous cycle lanes throughout the city and extending to suburbs would I feel safe enough to cycle...”

“so confusing using cork bike lanes, nearly easier to use the road, stop and start and suddenly turn into footpaths, crazy stuff. Also a cycle headstart at traffic lights works great.”

“Increasing safety for cycling and facilities are so important. Currently the ONLY reason I don't cycle more. I need to feel safe and have adequate facilities.”

“Segregated cycle lanes will see more families commuting, more kids cycling to school and all cyclists feeling safer. The current mish-mash of "token" cycle lanes ... are dangerous. You feel obliged to use them even though lots of them are in very poor repair..”

“Education of all city drivers including Bus drivers. They regularly beep cyclists.”

“Copy best practice from other cities. We don't have to invent bike safety. Making one way streets 2 way for bikes where possible...The one foot wide cycling lane out to Douglas is genuinely embarrassing.”

“Perhaps a local campaign to encourage better respect between drivers and... cyclists and pedestrians. Lots more aggression visible now. Also inclusion of cycling parking in all new city developments. Greenway through the city and cycle routes around new Docklands Development... Better maintenance of cycling lanes and campaigns at school gates to stop cars parking in lanes at gateway”

“Infrastructure needs to be maintained and user friendly. I can't use a cycle lane that weaves in and out of footpaths and is so infrequently used that it's full of broken glass and other road detritus.”

“I think that regular information campaigns educating drivers and promoting our roads as shared spaces would help. I also think that cyclists should be educated on road sharing and safe cycling.”

“Garda enforcement on drivers ignoring cyclists and cycle lanes; better public transport to reduce car load on the roads; and better radial links for cycle commuting.”

“Need to identify areas for filtered permeability throughout each ward in the city. Need for a few signature key routes -Ballincollig-Mahon and north-south Blackpool to Douglas Ridge e.g. thru Tramore Valley Park...Cycle parking is non-existent eastern part of City.”

“Enforcement of existing laws pertaining to parking on cycle lanes, increase in one way systems on narrow roads, allow cyclists to cross with care at junctions on pedestrian lights, and to turn left on red when safe. It's safer for cyclists to be ahead of traffic. At the same time until laws are changed wrt to crossing at junctions enforce existing laws re breaking lights- dangerous when cars do it and frustrates other users when some cyclists do it.”

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"Teach children to cycle in school"

"all about cycle lanes. more, more, more"

"Provide segregated cycle tracks between satellite town and city, ie Carrigaline, Ballincollig, Carrigtohill/Middleton"

"I personally would love to be able to cycle along Tivoli in a bike path as well as some form of bike walking path over Dunkettle roundabout as I work in Carrigtohill."

"Classes to teach basic cycling skills, rules of road, urban cycling skills for ADULTS."

"Proper maintenance of routes, lots of rubble and pot holes on many routes, over hanging tree branches. Stop start cycle lanes is extremely frustrating. I would cycle a lot more but for these things."

"Better cyclist behaviour will make things easier for all cyclists. Jumping red lights in particular. It can be tempting. But it gives others an opportunity to complain about ALL cyclists...and we need pedestrians, taxi drivers gardaí, and other road users to become our allies (end of rant!)"

"Sort the eastern approach. It does not convey 'cycling city' at present"

"Proper network of segregated cycle lanes are essential, i am aware of several people who wish to cycle to work but feel it is too unsafe. If cycling was made safe in Cork then city council & others could promote cycling as a safe, healthy, environmentally friendly alternative to the car"

"Would love to see an unbroken cycle path of 10k or more to really enjoy and get healthy"

"Possibly the idea of 'quiet streets' which are prioritised for bikes and pedestrians...such as Hanover street, Tuckey street, Sawmill Street, Rockborough Road, and other such streets, which are all quiet anyway, and often quite pleasurable to cycle on, and could be useful linkages. These could be two way for bikes, and still open to cars (for access) at say 10kmph"

"Better designed cycle lanes that continue throughout the city!"

"Great measures mentioned above. More education campaigns... Imagine a national conversation on road/footpath use (including children, elderly, mobility challenged) talking about road use. I love cycling in Cork. I do not feel safe with the children cycling."

"...I commute to work on bike. I don't like sharing bus lanes as buses seem to have very dirty emissions, and are much bigger than me!"

"There are lethal potholes in the streets which are extremely dangerous for cyclists. There needs to be a continuous review and inspection followed by action. Possibly a registry for potholes where cyclists can text to."

"Simple things such signage indicating that Cork is a cycling friendly city. reminding cyclists to obey the rules of the road and respect pedestrians. Regularly re-paint surfaces - lanes, boxes to keep them fresh which will help modify car driver behaviour. Signage telling motorists to watch out for cyclists"

"Education of both motorists and cyclists to the rules of the road, and empathy between motorists and cyclists"

"Resurface roads to get rid of potholes, educate all road users, i.e. include cycle safety classes in school, included in driving license testing"

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"The main reason I don't cycle is fear of cars, especially at junctions. Anything that makes cycling in traffic safer and less stressful would be very encouraging for me."

"Continued campaigns to encourage safe cycling as acceptable means of transport in Cork City. I cycle every day and often experience hostility from some motorists...Most cyclists are car users too. Cyclists too have obligation to use road safely."

"Enforcement of speed limits. Enforcement of parking restrictions. Prosecution of drivers failing to obey traffic lights, traffic signs and road markings."

"Encouraging school groups to cycle, more visibility of cyclists as a mode of transport"

"Follow example of cities like Utrecht and aim ... to make it a cycle-focused city and inner suburbs...Liaison and support from/through massively increased viable public transport is also key."

"Greater inclusion and recognition of cycling as a mode of transport. This means cyclists have to be catered for, but also that cyclists need to abide by the rules of the road..."

"The Coca Cola Bike Scheme needs to be extended. Currently during the college year the closest free stand to UCC usually is Grand Parade"

"Joined-up approach to integrate existing cycle lanes into a network across the city. Show that it is good for city-centre business to get commercial buy-in."

"Enforcement of road traffic rules for all. motorists, cyclists and pedestrians....all the good ideas in the world are useless if they are not implemented and rules enforced"

"Enforcing penalties for drivers e.g. parking in cycle lanes"

"Disincentives for bad cycling behaviour / driving behaviour"

"Schools cycling lessons. Improving cycling facilities around schools."

"...Thanks for this poll. Any of the above measures will improve on what we currently have but especial consideration should be made for improvements of common bike routes e.g. CUH to UCC (for students) and to consider families who are trying to cycle children to school and home again. My children's school is on Grattan street which was completely reorganized and paved this year WITHOUT (!) a cycle lane- This school almost certainly has the highest number of children who cycle to school in cork city and no provision was made for this. Generally considering anything that can assist in making cork a more cycle-friendly place, particularly for families, to commute would be helpful..petition to the city council to provide a safe crossing between the lee walk/cycle path and the mardyke walk/cycle path at Wellington bridge... These are two council amenity walks separated by a busy road which I have to cross with two kids on bikes every morning during school time and its ridiculously dangerous."

"The city urgently needs more cycle lanes. I had an accident last year in Wilton road because a car did not give me enough space to pass me, felt like a cycle lane would have avoided it"

"Continuity of cycle paths is by far the most important issue. The present system is a shambles and the way some cycle paths abruptly start and end is positively dangerous."

"The main argument I hear from colleagues about cycling is "it's not safe", every single time - so everything that makes cycling being perceived as safer will help promote cycling in Cork."