

“Cyclise my Campus”
DIT / NTA Dublin 17th Sept 2010

Cycle Promotion in University College Cork

Experiences and Opportunities

Stephan Koch, UCC

smartertravel >>>
>>>workplaces

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Content

Key figures on UCC:

- Introduction to UCC
- Sustainable Travel and UCC Commuter Plan
- On Campus: Cycling Promotion in UCC
- Beyond the Campus fence:
Cycling Conditions on Cork's Roads
- Cycling Friendly Suburban Layout
- UCC CampusBikes Project

Key Figures on Cork



- 130,000 population
- 70,000 in adjoining suburbs
- River Lee valley west-east incl. city centre
- Slopes to North (steep) and South (moderate) Sides
- UCC at inner city location (1-2 km from centre)

Key figures on UCC:

❑ 16,500 Students

❑ 2,600 Staff

One of Cork's largest Employers

Munster's biggest educational institution

Commuter Plan in place

❑ started in 2001

❑ promoting and facilitating alternative transport modes (other than single occupancy private car)



A university can be deemed as an ideal place to promote cycling as a daily transport mode

UCC Masterplan is basis for its long term development

Decision in the 1970s to remain in its inner-city location

Challenges involved:

>> Limited land bank

>> Traffic issues to be addressed



Commitment to a sustainable (travel) policy:

Commuter Plan, Green Flag



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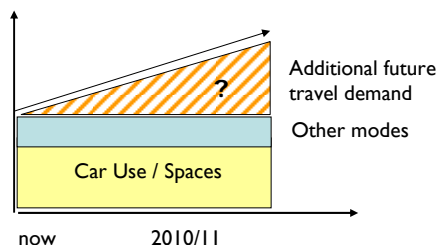
Commuting to UCC:

- UCC keeps on expanding
- Limited Land Bank
- Policy of Sustainable Access
- Climate Change, Oil Prices, ...

	2007 / 2008	2010 / 2011 Projection
Students	16,500	17,500
Staff	2,600	2,800

How to deal with increasing Travel Demand??

*One piece of the jigsaw: **Cycling!***

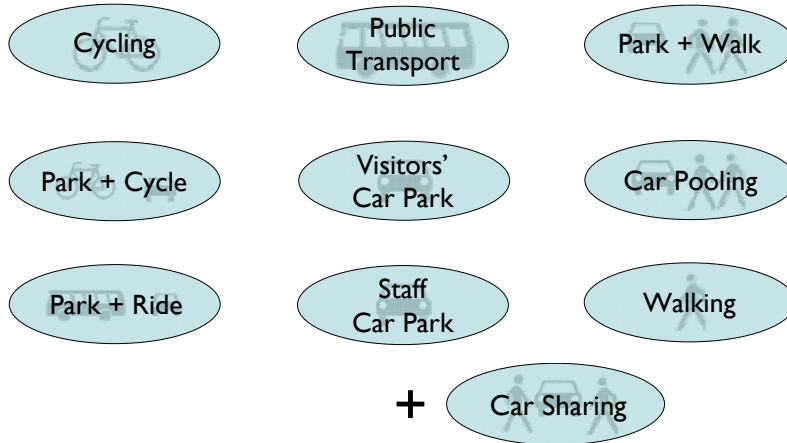


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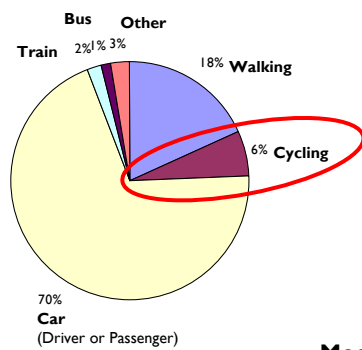
Elements of the UCC Commuter Plan



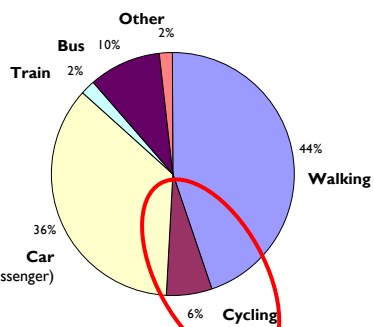
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Modal Split
UCC survey



City Council survey 2009: Always cycling: staff 10%
often cycling: 4%

students: 8%
2%

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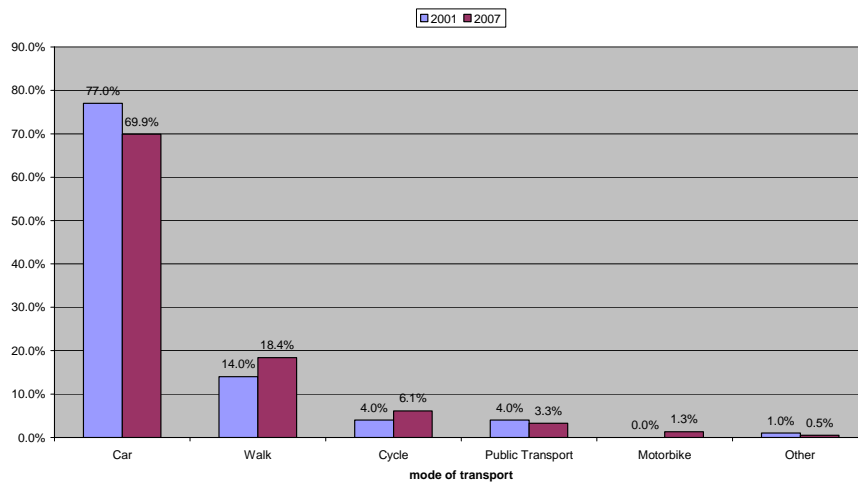
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Cycling to UCC

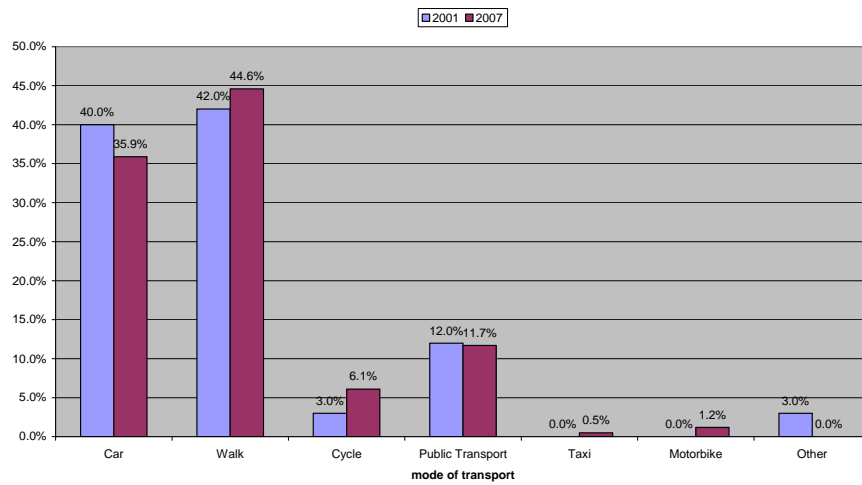
- Cycling has 6+ % of Modal Share among both staff and students
- Numbers of cyclists are increasing in UCC
- Estimated 150 staff cycle to UCC on a regular basis!!**

Staff	2007%	2001%	changes	Students	2007%	2001%	changes
walk	18.4	14.0	+ 4.4	walk	44.6	42.0	+ 2.6
cycle	6.1	4.0	+ 2.1	cycle	6.1	3.0	+ 3.1
car	69.9	77.0	- 7.1	car	35.9	40.0	- 4.1
train	2.0			train	2.1		
bus/coach	1.3	4.0	- 0.7	bus/coach	9.6	12.0	- 0.3
other	2.6	1.0	+ 1.3	other	1.7	3.0	- 1.3
total	100.0	100.0		total	100.0	100.0	

Mode Share - Staff



Mode Share - Students



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Cycling Infrastructure on UCC Campus



Bicycle racks for safe and secure parking

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Location inside the Campus
In populated Areas (surveillance)
integrated into Campus
landscaping

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Provision of shelters can be a
cause of conflict



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Extension of Bicycle Parking

Outlook...

- Further increase in number of Bicycle Racks (hoops) on Campus
- Minor premises around Main Campus to be included
- Provision of covered Racks where possible
- Bicycle Lockers and Sheds

Obstacles to be addressed

- Limited Amount of Space on Campus >> Competing demand for Use (Landscaping, Car Spaces, Walking Routes, Fire Access & Escape Routes, Aesthetical Aspects)
- Topography >> Differences in Level / Slopes
- Bicycle theft



Cycling Infrastructure on UCC Campus



Changing facilities for cyclists (showers, lockers)

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Cycling Promotion on UCC Campus



Morning coffee for cyclists, *Pro Pedal Day*, awareness campaigns, information on cycling, commuting website

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Cycling Promotion on UCC Campus

- Information on UCC Commuting website
- Support of Cork's Rebel Pedal Parade, Cork Cycling Arts Festival etc.
- Bikes for staff through Government's "Cycle to Work" scheme (sold > 200 bikes in one year)
- Awareness campaigns (posters, email-shots, ...)
- Bicycle Users Group
- CampusBikes project



Beyond the UCC Campus: Cycling on Cork Roads

***“I am taking my life in my hands
when I cycle on Cork roads”***

Challenges in Road Traffic:

- Drivers' awareness
- Inconsiderate driving
- Cycling skills / confidence
- Road surface / conditions
- Lack of cycling infrastructure
- (Sub)urban town layout

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“Safety in Numbers”



The more cyclists
there are on the
roads, the more
aware drivers will be

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Cycle Training

“Traffic School” for
8-12 yr olds to learn
how to behave in
road traffic

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Cycling on Cork Roads



Good road maintenance is essential for safe cycling

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(Sub)urban Cycling Infrastructure

“is not all about putting red paint on the ground”



Key features for creating a cycling rout network

- Continuous alternative routes apart from busy roads
- Combination of quiet residential roads and existing “greenways”
- Linking up of adjoining cul-de-sacs (Permeability)
- Contra-flow bike lanes in (suitable) one-way streets
- Route signposting

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(Sub)urban Cycling Infrastructure



Combination of quiet streets
and permeability of cul-de-sacs

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(Sub)urban Cycling Infrastructure



Combination of quiet
streets and
permeability of cul-de-
sacs

Enhance permeability
of neighbourhoods

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(Sub)urban Cycling Infrastructure

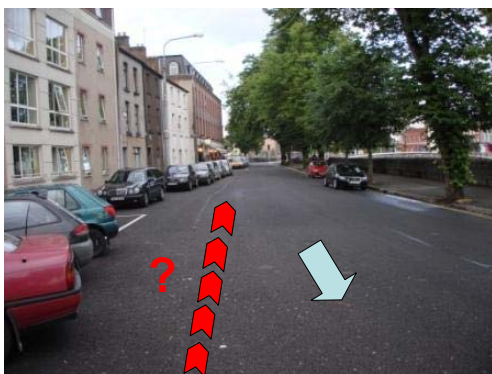


Creation of contra-flow cycle lanes in one-way streets

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Potential one-way street for contra-flow cycle lane as part of East-West city route (Pope's Quay)

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(Sub)urban Cycling Infrastructure



Use of existing “greenways” (foot / cycle paths)

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(Sub)urban Cycling Infrastructure



Sign posting of cycling routes,
as cyclists may take other
routes than cars

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Potential Cycling Routes



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(Sub)urban Cycling Infrastructure <> Town Layout

Ballincollig Case Study

- Growing commuter town (17,000 pop.), c. 5-8km west of UCC
- Home to many UCC staff members and students
- Many new housing estates along 3km East-West spine road
- Large local town centre with many retail facilities
- Two cyclable roads that connect to Cork
- Cycling unfriendly road and path layout >> lack of permeability

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Ballincollig Case Study



Quiet residential neighbourhood
with no through traffic

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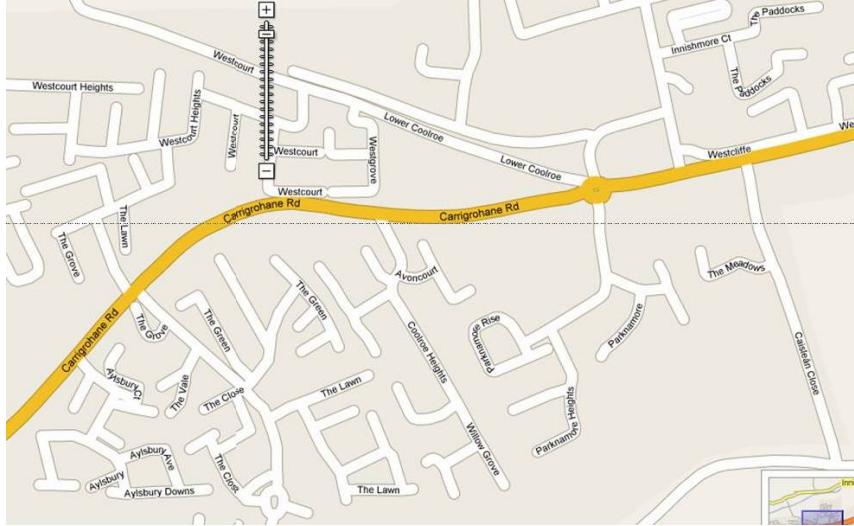
But many housing estates are isolated
islands, surrounded by walls,
and do not allow permeability for
pedestrians and cyclists

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Buildings and Estates Office
Commuter Plan

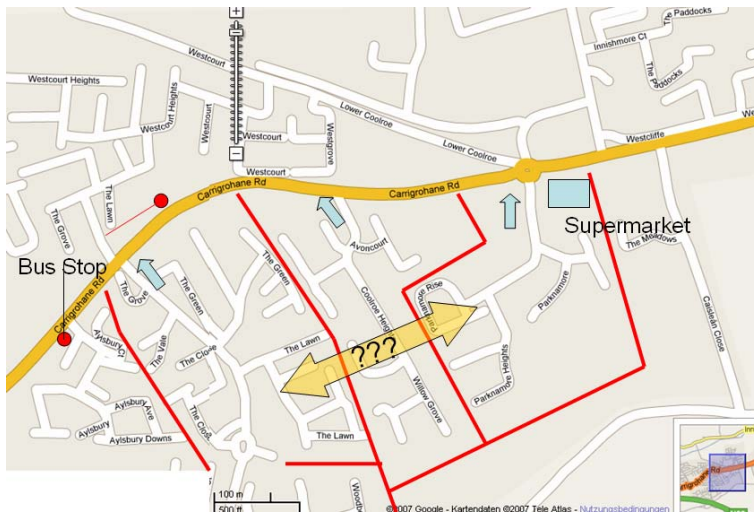


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Buildings and Estates Office
Commuter Plan



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Ballincollig Case Study



The town's busy spine road is often the only access to housing estates – for cars, pedestrians and cyclists alike

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Tear down the walls!!

Öffnung der Berliner Mauer am Brandenburger Tor in der Nacht zum 22. Dezember 1989

Opening of the Berlin Wall at the Brandenburg Gate in the night of December 22nd 1989

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(Sub)urban Cycling Infrastructure <> Town Layout

Stakeholders involved:

- Local Authorities (County, City, Town Councils)
>> Planning policies and enforcement
- Developers >> house sales and generation of profits
- Local businesses >> accessibility and convenience for their customers
- University???**
>> Local stakeholder as a major employer
>> Bearer and disseminator of knowledge through teaching and research
(Planning, Architecture, Transportation, Social Sciences, Civil and Environmental Engineering ...)

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(Sub)urban Cycling Infrastructure
↔ **Town Layout**



The effect:

Car dependency is often
“chiselled in stone”

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**People who cannot
leave their homes
other than by car are
unlikely to arrive at
University by bicycle**

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UCC CampusBike Scheme *smartertravel >>>*

Communal bicycles for UCC staff on Campus

- Give staff easy access to a bicycle during the working day
- Provide an alternative to driving / taxi (greener) and walking (faster)
- For short trips in Cork City or between Campus parts

Initial stage (2010 / 2011):

- 10 bicycles based at five locations around the greater UCC Campus
- Easy to manage without need of expensive background infrastructure
- Part-funded through DoT's SmarterTravel



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UCC CampusBike Scheme *smartertravel >>>*

Emphasis on:

- Easy handling for user and operator
- Short notice access to a bike for all staff
- Limited investment in fixed infrastructure
- Documentation and transferability to other campuses (hospitals, business, education)

Replacement of up to 200 motorised short trips per month

Bring cycling back to people's minds

Prospective extension to students



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UCC CampusBike Scheme *smartertravel >>>*



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Conclusion

- A university can do a lot to promote cycling as a daily means of transport
- But within the city, it is the Council's role to provide a cycling friendly infrastructure
- The local councils must champion this process. Where legal impediments exist, the Councils must be enabled to do so (administrative framework)
- National Cycle Policy Framework provides a good basis to start from
- SmarterTravel Workplaces welcome as support on the ground
- In Cork, there is a fruitful cooperation between UCC, the City Council and others to create a more cycling friendly environment

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Yes, we can

*... make a difference for a greener, healthier, more space
and cost effective and future proof way to travel in our city!*

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