



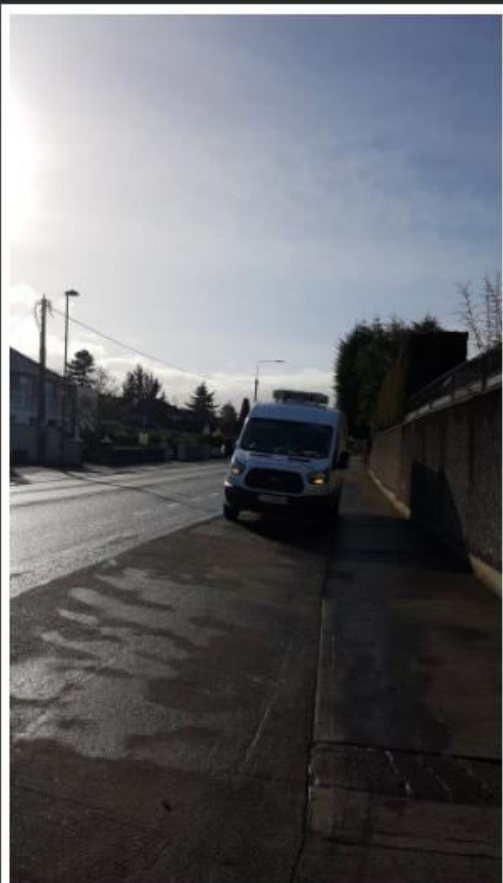
**“A little less
conversation,
a little more
action please”**

Elvis Presley

**I 
DUB**

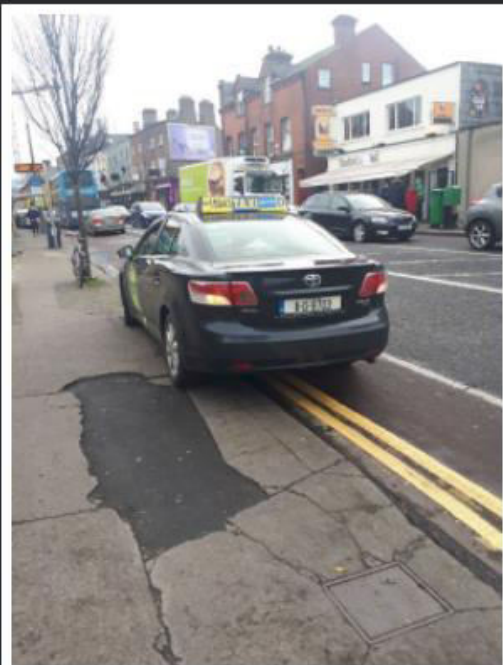


#FreeTheCycleLanes



Templeogue village this morning.
Loading bay 5m away.

[#freethecyclelanes](#)



The newly painted double yellow lines in Ranelagh didn't deter this taxi driver

[#freethecyclelanes](#)

<https://t.co/mRwfGY9ou6> a day ago by

[@ccferrie](#)

🔗 3 ❤️ 10



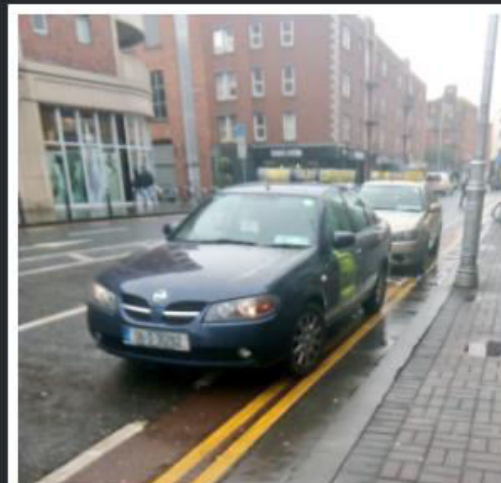
Whole lane blocked, job done!

[#freethecyclelanes](#)

<https://t.co/nQbFBhSYXt> 2 days ago by

[@costellochris](#)

🔗 5 ❤️ 18



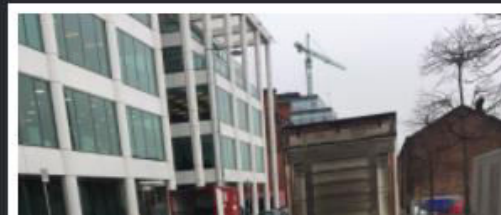
Parnell Street inbound cycle lane full of Dublin taxis parked up as usual

[#FreeTheCycleLanes](#)

<https://t.co/cmkw3nHolg> 3 days ago by

[@CregorNews](#)

🔗 2 ❤️ 19





SAN FRANCISCO - May 1st 2017 - @SFMTrA





DUBLIN - June 27th 2017

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Protest over illegal parking in cycle lanes

Updated / Tuesday, 4 Jul 2017 18:23

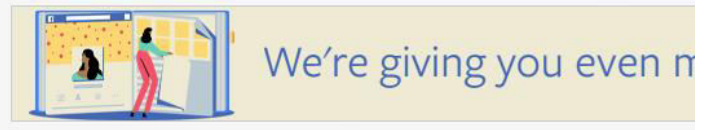


I BIKE Dublin plans to hold similar protests in oth

News

Dublin Traffic Standstill As Cyclists Protest In Bike Lanes

The standstill is believed to have lasted over an hour



Dublin cyclists stand up to illegal parking

I Bike Dublin campaigners form human barrier to protect cycle lanes

© Tue, Jul 4, 2017, 19:30 Updated: Tue, Jul 4, 2017, 19:33

Olivia Kelly



lin. Photograph: Bryan Meade

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FROM HASHTAG TO DIRECT ACTION, FREEING THE CYCLE LANES

LOIS KAPILA * JULY 4, 2017





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PARIS – 13th April 2018

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MALTON TRAIL



#allocate4cycling

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Please give
cyclists
SPACE

KILDARE STREET - October 10th 2017

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#StopKillingCyclists - November 21st 2017

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Ireland news Cycling safety

Fury as lorry drivers claim change in the law is unenforceable



STAYIN' ALIVE AT 1.5

Chen Gifty, Catherine Sans

Cycling groups say claims by the road hauliers' group that a minimum passing law for lorries cannot be enforced are without foundation.

The Freight Transport Association Ireland (FTAI) opposes the proposed legislation and has told Shane Ross, the transport minister, and the Road Safety Authority to spend more on education and awareness campaigns.

A minimum distance passing law would make it an offence for motorists to pass cyclists within 1.5m on roads with a speed limit of 50 km/h or above, or at least 1m on roads with a speed limit less than 50 km/h.

Last week Mr Ross said that a review of how the law had been enforced in other countries was being conducted, but it would take several months. It is unclear whether he will delay legislation until it is completed.

Mr Ross said that he had not decided that the law was unenforceable, but that there were questions about how it could be implemented.

Aidan Flynn, general manager of FTAI said that legislation was clearly unenforceable. "Every road user, whether under pedal or engine power, has a responsibility to educate themselves about the potential risks involved in travelling along Ireland's road network," he said.

Young scientist's solution

A 13-year-old contestant in the BT Young Scientist competition said that the transport minister should take note of his motor sensor gadget when it comes to enforcing a law (Catherine Sans writes).

Benjamin Scroon, a student at Belfield College in Navan, Co. Meath, designed and built a motor sensor gadget. It is attached to a lorry's rear and takes a video when a vehicle comes within 1.5m. It also captures a number plate. "I can come up with something to enforce minimum distance passing in three months with parts I got on the internet, then the government can surely come up with something even better," he said.

He created the device after he was passed dangerously close while cycling near his home. His device, which was built after consulting cycling clubs, weighs 500g. "It's not much bigger than a light and with a slight modification of the code, I think it could be easily used by gardai to detect unsafe passes."

The organisation's members include handovers and transport, DHL, Eddie Stobart Ireland, EM News Distribution, Enro Oil, FedEx, Keelson and Kerry Foods.

Mr Flynn comments have been criticised by cycling campaigners. "The FTAI claim that a minimum passing distance law is unenforceable is totally without foundation and contradicts the international evidence where such laws have been successfully introduced", Ciaran Ferris, a spokesman for Bike Dublin, a community group, said.

Mr Flynn comments have been criticised by cycling campaigners. "The FTAI claim that a minimum passing distance law is unenforceable is totally without foundation and contradicts the international evidence where such laws have been successfully introduced", Ciaran Ferris, a spokesman for Bike Dublin, a community group, said.

A minimum distance passing law has been enforced in other countries using a range of measures including camera footage and a measuring device attached to unmarked police bicycles. "This is especially regrettable when so many of our recent deaths of cyclists on Irish roads have been following collisions with HGVs," Mr Ferris said. "Introducing minimum passing distance laws would bring Ireland into line with 26 US states, two Canadian provinces, Australian states and territories, France, Belgium, Spain, and Portugal."

Lorries have been involved in a significant number of fatal collisions with cyclists in Ireland's roads.

Ciarán Cannon



His husband installed two cameras on his bicycle 18 months ago to document how some motorists disregarded safety. He has recorded incidents with video evidence of dangerous overtaking, tailgating and threats from motorists.

"I asked the matter to be investigated but that it's hard to prosecute," he said. "That in itself should be evidence that the law can go further."

"Most drivers are cautious around pedestrians, but as soon as you get on a bike they act like you are an annoyance," he said. "They need to get in their way. Every time I hear a car horn now I assume that I am about to be overtaken or run off the road."

Joanna Donnelly, the RTE weather presenter, has also documented dangerous overtaking she experienced while cycling in Dublin.

In a tweet last week, Ms Donnelly said that people needed clear guidelines on the safe distance at which they could pass cyclists.

"We need to make sure that people understand metres versus feet," she said. "Three close passes on my commute this morning alone. Two very very close causing me to shriek in fright. Not nice."



The Road Safety Authority has released statistics indicating that 202 was the safest year on Ireland's roads since records began in 1959.

Cumulatively, that was the best year for the case and credit is due to the RSA, the gardai and all others involved in promoting road safety in Ireland.

The figure is not surprising. Despite all of the risks associated with cycling in Ireland, more and more people are taking to their bikes. The most recent data from the Central Statistics Office indicated that 310,000 commute to work or study every day, a 70 per cent

increase since 2002. The Dublinbikes scheme is the most successful in the world, with the 1,500 bicycles being used 4.4 million times in 2016 alone.

It's time to redress this imbalance, to create a safe space for all cyclists on our roads and one of the easiest ways to do this is to pass a law obliging all motorists to overtake cyclists safely. By doing so you create that safe space for all cyclists, young and old, and eventually you get to the point where people no longer feel afraid.

It's not rocket science and it's already been done all over the world, including in France, Spain, Belgium and Portugal. The first minimum passing distance law (MPDL) was introduced in Wisconsin in 1973, when many of you reading this weren't even born.

Here in Ireland, in the aftermath of such tragic loss of life, the cycling community has risen in behind the leadership of Phil Skelton who also writes on this page today. He can articulate far better than most why Ireland urgently needs to pass an MPDL.

Thankfully we're almost there. Regina Doherty, the social protection minister, and I have worked on the text of the legislation over the past 12 months with advice from Mr Skelton

and Caher O'Higgins, a solicitor. We are very grateful to Robert Troy, Fianna Fáil transport spokesman, who is equally concerned about cyclists' safety and is about to admit that legislation is an amendment to the Road Traffic Bill being debated in the Oireachtas.

The proposed law would require motorists to give cyclists at least 1m clearance on roads with a speed limit of 50 km/h or above.

Some people are questioning how we might enforce such a safe passing distance and to be frank, they are missing the point completely. They forget why we legislate in the first place. We do so to effect behavioural change.

It is no longer generally acceptable in Irish society to drink and drive, to smoke in the workplace or to litter

our streets. These and other cultural shifts came about because they were firstly underpinned by strong legislation and then enhanced by public awareness campaigns. One won't work without the other.

Incidentally, it is possible to enforce a MPDL. Mr Skelton's piece explains exactly how it's done elsewhere. If Queensland, with a legal system similar to ours, has had 72 successful prosecutions over the past two years, surely that ends the enforcement argument once and for all.

Every time we hear of another tragic loss of life on our roads we reflect on what we could have done differently to protect vulnerable road users.

Whether it's a child cycling to school, a woman cycling to work or the next Sean Kelly in training, every one of the cyclists in Ireland is deserving of the maximum protection possible.

We can give them that protection by enacting legislation. It's time to make it happen, it's time to end the fear of being a cyclist on Irish roads.

Phil Skelton is minister for the diaspora and international development, and a cyclist

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Ireland news

After lucky escape, I'm determined to make country safer

Phil Skelton

In November 2021 I was in a collision with a car overtaking too close on a rural Westford road. Its wing mirror grazed my elbow, I lost control of my bicycle and crashed into the ditch. As a relative newcomer to cycling, I had heard many similar stories from other cyclists. I dashed myself down and continued on my journey. Five months earlier, my bicycle was killed on the same stretch of road where they were hit by the wing mirror of an overtaking vehicle.

I was lucky, but it left me anxious. Rather than giving up an activity I had grown to love, I did some research and discovered the concept of a cycle-specific minimum passing distance law (MPDL). It made great sense to me. Define a minimum lateral passing space of 1.5m and add it to our existing, but often-defiant, dangerous overtaking law. At first I didn't do anything with the idea, but then in February 2021 another cyclist was killed in Westford, again in a similar collision, causing devastation to another family. I knew then that I had to do something.

The Staying Alive at 1.5 campaign was born. I based it on a similar campaign in Queensland, called Safe Cycling Australia. Following a year of campaigning, the Queensland lobby and others convinced the region's government to introduce a two-year trial period of MPDL.

So far in Ireland our campaign has convinced five local authorities to carry the 1.5m message on their vehicles. Westford has even rolled out permanent road signage. We've created videos and other awareness tools, distributed stickers, given talks, run petitions, attended events and met two transport ministers and the Road Safety Authority. We have also welcomed moves by Clárín Cannon, the diaspora minister, Regina Doherty, the social protection minister, and Robert Troy, Fianna Fáil transport spokesman, to bring in legislation to introduce an MPDL. The proposal would require motorists to give cyclists at least 1m clearance on roads with a speed limit of 50 km/h or above.

Last year we were awarded an Irish Road Victims' Association Light of Hope award, along with the prestigious Road Safety Authority special recognition Leading Lights award. All the while we remained focused on the need for MPDL, and have monitored the Queensland model.

Last year was a horrific period for cyclist fatalities in Ireland. 15 cyclists didn't return home from their ride. This was the third year in succession to have an increase - nine in 2015, ten in 2016. These are not just statistics, but real people in the hearts of their loved ones.

Many of these deaths arose from same-direction collisions and dangerous overtaking. We must understand that we have a problem with dangerous overtaking of cyclists in Ireland. We are not unique in this, but we are becoming unique in doing little about it. We need extra protection for vulnerable road users. There are solutions that have worked in other countries.

Around the world 42 jurisdictions now have MPDL in place, and others - like Ireland - are looking at the potential life-saver this could be. Queensland trialled MPDL for two years, and having recorded its success, fully legislated for a 1.5m passing distance. Subsequently five other Australian states and territories did the same. Campaigns continue in Victoria and the Northern Territories.

The 1.5m rule is not intended as a trap for motorists. It is a simple reminder that one class of road users is more vulnerable than another. Daily awareness of that vulnerability needs to become part of road safety culture. MPDL will provide exactly that.

In Queensland, just 72 prosecutions were recorded in the first two years. In New South Wales, there were 43 in the first 15 months. The emphasis is not on punishing motorists, but on raising awareness of the need to safely overtake cyclists.

These statistics leave us in no doubt about the enforceability of MPDL. There are prosecutions and they stand up in court over and over again. These prosecutions succeed through police eyewitness reports and video evidence from cyclists' helmet cameras.

To act as a failsafe back-up to this the Queensland government has put an ultrasonic device out to tender. A similar device to precisely measure passing distances is already used by some American police forces.

Queensland has now had MPDL for four years. When we look at their four years pre- and post-MPDL, the results are utterly convincing.

In the four years before the MPDL this number has dropped by more than 25 per cent to 29 in the four years after. Between 2010 and 2013 years on Irish roads was 27. This number has risen to 47 between 2014 and 2012, an increase of 74 per cent.

It is difficult to read this and not think that many bicycle rider fatalities are completely preventable. Unfortunately in that skimming past a cyclist with inches to spare is acceptable. We do not have to live like this. We can give them that protection by enacting legislation. It's time to make it happen, it's time to end the fear of being a cyclist on Irish roads.

Phil Skelton, 54, is a hospital porter who lives in Westford. He is one of the cyclists who led against the Staying Alive at 1.5 campaign.

It's time to end the fear of being out on the roads

Cyclists using social media to show minister dangers they face every day

Catherine Sans Ireland Reporter

Cyclists are using social media to provide the transport minister with evidence of motorists overtaking them too close in the hope of convincing him to introduce a passing distance law.

Campaigners have questioned why Shane Ross believes it would be complicated to enforce a minimum passing distance law (MPDL) since cameras on bikes can document offences.

Loitta Mikkonen, 31, from Corsilla, posted a photograph of a text driver overtaking her in the centre of Dublin. She wrote the caption: "Do I deserve to be close passed on the streets? I have front and back lights, reflectors, a helmet, bright clothing."

Ms Mikkonen said that being nearly run off the road was a regular experience. She also said that the increase in the number of 30 km zones in the city centre seems to have made drivers impatient.

"When a car passes you with inches to spare, it's a terrifying experience and can be very off-putting for both regular cyclists and those just getting started," she said. "It seems to have become socially acceptable to disregard the



rights of other road users."

Users posted photographs of close shaves on their journeys in Dublin

of cyclists, despite the fact that they are doing in some of the highest numbers in the country. Ms Mikkonen said: "I have front and back lights, reflectors, a helmet, bright clothing."

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Garda accused of 'embarrassing' failure to enforce cycle lanes

I Bike Dublin says it found 491 instances of motorists parking in cycle lanes in a week

© Wed, Dec 20, 2017, 15:35

Updated: Wed, Dec 20, 2017, 17:29

Ronan McGreevy



Vehicles blocking the cycle lane on a Dublin street. File photograph: Alan Betson/The Irish Times

Cycle lanes blocked 500 times a week

Catherine Sanz, Ireland Reporter

December 20 2017, 12:01am,
The Times

Law



A cycle advocacy group taking part in an event to prevent motorists from driving on to designated bicycle lanes





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...WOULD LIKE TO INVITE THE **BRAVER DELEGATES**

ON A **GUIDED BIKE RIDE** LEAVING THE CONVENTION CENTRE

AT 6.30PM

TO GO TO THE **CONFERENCE DINNER** AT THE GUINNESS STOREHOUSE