

From: [Redacted]
Sent: 10 November 2020 11:03
To: wastecomments
Cc: info; Shane Foran
Subject: Deposit Return Scheme - Consultation on Potential Models for Ireland
Attachments: Galway Cycling Campaign - Submission - Deposit Return Scheme Consultation 2020.pdf

Categories: Consultation Submission

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A chara,

Please find attached a short submission from the Galway Cycling Campaign relating to the proposed Deposit Return Scheme.

On behalf of the committee, thank you for your consideration.

Is mise le meas,

[Redacted]

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[Redacted]

Deputy Chairperson
Galway Cycling Campaign

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Deposit Return Scheme

Consultation on Potential Models for Ireland 2020

Submission by the Galway Cycling Campaign

Introduction

The Galway Cycling Campaign is an advocacy group established in 1998 to make Galway cycling-friendly. We currently have approximately 80 paid members in Galway City and County and are active member groups of the Galway Environmental Network and the Galway City Community Network (part of the Public Participation Network).

Our objectives are to:

1. get more people cycling and make it an everyday form of transport,
2. make the roads safer for everyone,
3. improve services and infrastructure for people who cycle, walk, and use public transport,
and
4. educate the public and decision makers in the area of active mobility.

We are a member group of Cyclist.ie. Cyclist.ie is the federation of cycling advocacy groups, greenway groups, and bike festivals on the island of Ireland - <http://cyclist.ie/> and is the Irish member of the European Cyclists' Federation - <https://ecf.com/>. Our common vision is that cycling becomes a normal part of transport and everyday life for all ages and abilities.

Proposal: Include glass bottles in scheme

Moving motor vehicles have a "sweeping" effect that pushes broken glass, gravel and grit to the edge of the roadway. Cycle lanes and cycle tracks (in particular those protected by bollards, wands or other barriers) are parts of the road that do not get "swept" by passing cars, so they automatically collect more debris.

Roadside cycle paths in particular can be hard to reach for the usual Irish road-sweeping vehicles, and many are notorious for collecting broken glass. One UK study found that cycle track users are seven times more likely than road cyclists to get punctures.¹

Punctures can increase hazard, and result in lost travel time and costs to the approximately 82,000 people who cycle for everyday travel to work or education (source Census 2016, Central Statistics Office). This figure does not include those cycling for other purposes, including shopping, recreation and visiting; only 26% of all adult trips are for travel to work or education (source National Travel Survey 2019, Central Statistics Office).

We believe that inclusion of glass bottles in the scheme would make a small but positive improvement to cycling, by reducing the presence of broken glass on roads and streets, and consequently in cycle lanes. Aside from the obvious benefits in reducing glass waste, this would also have the effect of reducing cycle tyre and inner-tube waste.

It is our view that to support the Government's Smarter Travel programmes and commitment to sustainable transport, and to reduce direct and indirect waste from glass bottles, Ireland needs to include glass bottles in this scheme.

This would mirror the policy of other "cycling-friendly" nations such as The Netherlands, Germany and Denmark.

1. Franklin, J. (1999). Two decades of the Redway cycle paths of Milton Keynes. *Traffic Engineering and Control*, Aug. 1999.