



Transport & Mobility Forum

Cork County Council
Senior Engineer, Traffic & Transport
Floor 11
County Hall
Cork.

Transport and Mobility Forum
Cork

5th April 2019

PART 8 Ballybrack Valley Pedestrian and Cycle Route, Phase 4

Dear Sir/Madam,

The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports sustainable modes of travel measures and policies. Sustainable and Active Travel helps reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health.

The TMF strongly supports the further development of the Ballybrack Cycle and Pedestrian Path as both a leisure facility and active travel commuting infrastructure which provides such positive benefits as outlined in section 3.1 of the Preliminary Design Report. The quality and off-road nature of the path provides a safe and pleasant alternative route to driving thereby positively impacting on the environment and increasing the health of the users. The increased connectivity the proposed extension will bring from Maryborough Hill and a new proposed residential development on the R609 Carrigaline Road to the existing path is highly commended and we believe will help to reduce the high levels of motor traffic congestion in the area and support an active travel culture locally. The TMF fully supports the long term objective to provide a cycle link between Carrigaline and the South Environs with the City Centre.

Regarding the 3 route options, the TMF supports Option 2 due to its offline nature as similar to the existing path and which will result in the same benefits as mentioned above. The TMF in support of this option would like to add a few considerations as follows:

- **Mixed Use:** There is a concern as mentioned in the Preliminary Design Report that the mixed use nature of the proposed path may lead to conflict between the various users of the path (pedestrians including elderly and those of mixed mobility, leisure cyclists and family cycle groups and cycling commuters). The proposed path will be a major commuting route where the downhill aspect (5% gradient for the majority of the route) of the path plus the suburban location and longer commutes to city centre destinations means higher cycling speeds will be likely. Expecting cyclists to slow to walking speeds is not reasonable and may deter a high number of cyclists and pedestrians alike. A reduction in conflicts between pedestrians and cyclists could be achieved with some form of **visual markings/segregation** and an **extra width (>4m where possible)**. As well as this infrastructural measure, a behavioural measure

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should also be added whereby all users are encouraged to follow a **code of conduct** along the path (see appendix 1). This could be communicated via signage along the path and a certain amount of enforcement, if necessary.

- **Lighting:** Consideration regarding lighting should be given. The TMF supports the instalment of lighting along the entire length of the path to facilitate year-round and night-time use of the path. However, it is important that the type of lighting should be carefully considered in terms of shielding, setting appropriate lighting levels and consideration for lighting colour. Excessive, artificial lighting can cause light pollution which has adverse effects on the environment, our health, biodiversity, local wildlife, and our climate (through energy waste).
- **Security:** Due to its offline situation, path users might be isolated in early mornings or late evenings, so perceived personal security might become an issue. Apart from lighting, visual contact between houses (esp. along the future development areas) and path is important and shall be guaranteed. High levels of permeability between residential areas and the path will also help in this respect.
- **Biodiversity:** Any removal of vegetation should be kept to a minimum when installing the path whereby wild scrub, woodland and riparian habitats are protected.
- **Behavioural Change Measures:** Such infrastructural improvements should be accompanied with soft measures to increase the number and variety of cyclists using the path. Community cycle training and bike maintenance workshops should be funded.

Specific Design elements:

- Road inside Maryborough Ridge estate (Drawings: SK 006): The cycle path shall be given PRIORITY over traffic entering into/exiting from side streets, by design and signage, as it is part of the main road.
- Eastern end of the cycle path (Drawings: SK 007): The path finishes at a roundabout, on footpath level. The end of the cycle path should include a safely marked slipway from the cycle path to the roadway in approach to roundabout, so that cyclists can continue on the roadway or can join path from roadway respectively.
- Toucan crossing at Berkeley Rd (Drawings: SK 002): The offset of the road crossing and connection to the existing path looks quite harsh. The mixed-use path along road can cause conflicts as outlined earlier. Consider having the crossing south of river bridge to reduce the zig-zag offset. Raised table crossing and 30km/h on Berkeley Rd should be considered to compensate for limited sight lines in the bend, as Berkeley Rd is only for local access serving a few houses anyway.
- M28 Crossing / post M28 (Drawings: SK 009): Situation at N/M28 crossing is unclear. Will the direct routing of the path be replaced by a long detour to the south after completion of the M28? Clarification is necessary here. It should be ensured that the path will not be interrupted or will see a significant downgrade in quality when M28 is built.



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- Reverse ramp to Maryborough Ridge estate (Drawings: SK 005): In order to provide a shortcut for pedestrians, additional stairs shall be considered east of the N28 crossing, as the detour via the serpentine ramp would be considerable and unnecessary for most pedestrians.

We again would like to commend Cork County Council for their provision of active travel through this proposed path extension and reiterate our strong support of such.

Should you require any clarifications, please email me at tmfcork@gmail.com.

We look forward to hearing from you in due course.

Kind regards

A handwritten signature in blue ink, appearing to read "Stephan Koch".

Stephan Koch (Chair)
Transport and Mobility Forum

Note: *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

*) A full list of partners in the Transport and Mobility Forum can be found at <https://transportandmobilityforum.com/partners/>

Appendix 1

Code of Conduct for users of shared-use pedestrian and cycle paths

Shared use paths away from the road help many people make their everyday journeys safely and they are also important for leisure. Many people including young, elderly and disabled people benefit from shared paths, which provide valuable opportunities to travel in a motor traffic-free environment, and to relax, unwind and play. All users of shared use paths have responsibilities for the safety of others they are sharing space with. People riding bikes tend to be the fastest movers on these paths and particularly need to consider their speed so not to startle other people, particularly those who are frail or who have reduced sight, hearing or mobility.

Top tips for sharing the space

- Use the path in a way that is considerate to the comfort and safety of others.
- If there is a dividing line segregating cyclists from pedestrians, keep to the appropriate side; this is normally indicated on blue and white road signs and by logos on the road surface.
- When it's dark, or in dull conditions, make sure you are visible to others, use lights at night.
- Be particularly careful at junctions, bends, entrances onto the path, or any other 'blind spots' where people could appear in front of you without warning.
- When riding a bike, travel at a speed appropriate to the conditions and ensure you can stop in time.
- Be courteous and patient with other path users who are moving more slowly than you and slow down as needed when space is limited or if you cannot see clearly ahead.
- Please be aware, especially of more vulnerable users such as older people, people with small children, people in wheelchairs, or the hearing or visually impaired.
- Give way to slower users and wheelchair users and take care around horse riders leaving them plenty of room.
- When riding a bike, ring a bell well in advance if approaching people from behind.
- Keep your dog under control which may require a short lead.

(Ref: 'Advice on using Shared Paths' by Sustrans. <https://www.sustrans.org.uk/what-you-can-do/cycling/cycling-safety-and-rules/advice-using-shared-use-paths>)