



Transport & Mobility Forum

Cork City Council

Roads & Infrastructure Directorate /
Parks & Cemeteries Department
City Hall
Cork

Transport and Mobility Forum, Cork

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Via online consultation portal

c/o Cork Environmental Forum
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PART 8 Public Consultation – Response

Access to Tramore Valley Park via Half Moon Lane Road Improvement Scheme

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 current COVID 19 crisis is a tremendous challenge for the entire country (and the world). With movement restrictions, the accessibility of close by green spaces for recreation and exercise (walking, cycling, running, etc.) is of paramount importance for the city population – in general, but with particular urgency during the present pandemic situation.

The proposed opening of Tramore Valley Park via Half Moon Lane will provide a much needed direct access for citizens from the city centre side to this extended inner city green space, and makes it accessible by walking and cycling for thousands of city inhabitants the first time.

We therefore very much **support** the upgrade of Half Moon Lane to facilitate this access route to the inner-city green space of Tramore Valley Park.

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Observations

While we are in strong support of the scheme, we want to make some critical observations on particular aspects of the plans:

Half Moon Lane

The upgrade of the footpath and the introduced traffic calming measures are welcome. The footpath shall be of a continuous height. Dropped kerbs for vehicle entrances (e.g. at school car park) shall be avoided so that the footpath height is not undulating.

At the entrance to the Park, the vehicular gate shall be opened for cyclists, while protected with lockable bollards. Cyclists should not be asked to dismount and use the narrow pedestrian gate. This would also acknowledge the need for social distancing in this area.

At the entrance to the park, an adequate number of bicycle parking racks should be provided.

South Douglas Road

The widening of the footpath on the northern side is supported and positive.

At the junction with Woodlawn (north), we welcome the proposed raised table crossing. The STOP line for traffic from Woodlawn, however, is located in a way that vehicles will stop just in the middle of the pedestrian crossing. The STOP line shall be retracted.

In order to reduce speeds on South Douglas Road at this sensitive junction (school access, park access), the signalled pedestrian crossing at Half Moon Lane should get a raised table (compare to College Road at UCC). Not doing so would be a missed opportunity to create a safe access route to the school and park, as the main pedestrian route along South Douglas Road will be on the northern footpath.

Speed limits

Following the character of Half Moon Lane, the natural speed limit should be 30km/h. As the section of South Douglas Road is characterised by narrow footpaths, and the absence of a footpath outside a number of homes to the south east of the junction with Half Moon Lane, we strongly suggest that a local speed limit of 30km/h shall also apply on South Douglas Road in this area. The school (Christ the King) located in this area should be another strong argument for doing so. Further, it would make cycling access to Tramore Valley Park (esp. for families) safer in the absence of dedicated cycling infrastructure (esp. eastbound) on parts of South Douglas Road.

Public realm / urban green

The public realm shall be upgraded by trees and shrub planting where possible. E.g. the southern end of Half Moon Lane would (at the carriageway narrowing) would offer space for this. Covering of walls with climber plants shall be considered.



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Lighting

Consideration regarding lighting should be given. The TMF supports the instalment of improved lighting along Half Moon Lane. 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, especially near a large green space, can cause light pollution which has adverse effects on the environment, our health, biodiversity, local wildlife, and our climate (through energy waste).

Conclusion

The proposed upgrade and improvements for active travel on Half Moon Lane and South Douglas Road are welcome and supported. The opening of Tramore Valley Park from the city centre side is of paramount importance and finds our full support.

The provision of better access to inner-city green spaces is essential to promote public health and the attractiveness of the City, and we are looking forward to more of such projects in the future.

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

Kind regards

Stephan Koch

Transport and Mobility Forum – Chair

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/>