



Transport & Mobility Forum

Cork City Council

Roads and Infrastructure
City Hall
Cork

Via online consultation portal

Transport and Mobility Forum, Cork

www.transportandmobilityforum.com

tmfcork@gmail.com

c/o Cork Environmental Forum
Bernadette Connolly
Mount Carmel, Kilcolman
Enniskeane, Co. Cork
P47 C578

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PART 8 Public Consultation – Response

Lehenaghmore 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 TMF – in general – welcomes and supports the proposed road improvement scheme for Lehenaghmore Road. Adding basic infrastructure for active travel (walking and cycling) to this road will be a significant improvement for sustainable and active travel in this area, which in recent years has been subject to large scale housing development. For all the existing housing estates in the area, there has not been any such infrastructure on the main road so far, which de facto made them inaccessible for pedestrians and cyclists in a safe way.

General

While we welcome the scheme in general, we want to make a number of critical observations and suggestions for alterations.

The scheme covers two main roads, i.e. L2455 (east, chainage in RED) towards Pouladuff Road, and L2454 (west, chainage in GREEN) towards Togher Village.

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We observe that there is only provision for a cycle lane on the eastern road, L2455 towards Pouladuff Road, and this cycle lane is only for cycling southbound (outbound, uphill). Given the services in Togher Village, it can be assumed that for local residents in the area, travel towards Togher Village along the L2454 would be of a higher importance for getting to shops, schools, community centre etc., compared to the Pouladuff Rd direction.

For travelling towards Togher Village, there is no provision made for cycling along the L2454.

In the Cork Cycle Network Plan (CCNP 2017), both roads are classified as secondary cycle route, with a cross shortcut via Brook Lawn and Chestnut Drive. The connecting path between these two streets still needs to be established. This shortcut is important to avoid unnecessary covering of altitude towards Barretts Junction, as the terrain significantly rises towards the south, and should follow soon to facilitate a “quick win” for sustainable travel options in the area.

Observations

Eastern arm, L2455

The biggest flaw from our perspective is the lack of cycling infrastructure for northbound travel (downhill, inbound). Cycling on this road together with general traffic would not be safe for untrained cyclists, children etc. Taking real life as we know it into account, it is highly likely that the segregated uphill cycle lane will also be used for cycling in the wrong (downhill) direction, which will lead to conflict given the 2m width of the lane. Otherwise cycling on the footpath might also occur to a large extent.

Given that in most parts of the road, 6m in width are available to active travel (2x2m footpath, 2m cycle lane), we suggest that the cycle lane should be converted into a 2-way cycle path, and one footpath (preferably the eastern one) should become the primary footpath (2m), while the western one would be narrowed. This should be applied from Brook Lawn towards the North.

The eastern side of the road would hence become the primary area for active travel. Crossing from the western side should be facilitated with a number of dedicated pedestrian crossings at the entrances or bus stops (zebra or toucan crossings), which are not planned for in the proposed scheme. There should also be a toucan crossing at the entrance ramps to the greenway (disused railway line).

Further details

Ch 300, Forge Hill roundabout: The uncontrolled pedestrian crossing over 2 lanes entering the roundabout seems dangerous. We suggest a zebra crossing here.

Ch 700, ramps to Greenway: the proposed uphill cycle path is interrupted (yield) in favour of crossing pedestrians. This disfavours cyclists, as they will lose momentum, esp on an uphill cycle. Cyclists should have priority the same as other road traffic. We suggest a formal toucan crossing here to access the greenway. The greenway ramps seem narrow (2m) to cater for both cyclists and pedestrians.

General: Where possible, a small green verge should separate the footpath from the carriageway. We see potential for this esp on the western side, where a green verge is now between the footpath and the boundary fences (ch 1400-1700)



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Barrett Junction roundabout: Coming up L2455, there is no designated provision for cyclist to leave the cycle path in order to turn right into L2454.

Western arm, L2454

The proposals for the L2454 do not include any dedicated cycling infrastructure, although it can be assumed that for local traffic (walking, cycling), travel towards Togher Village will be the more important direction to reach shops, schools etc. This is surprising as this road is declared secondary cycle route in the CCNP 2017, and road widths are very generous in places (esp north of Alderbrook entrance, ch 500).

Cycle lanes shall be included here where possible (Alderbrook to Chestnut Drive uphill, 2-way segregated cycle lane north of Alderbrook, ch 500-700). This seems even more vital given the forthcoming primary school which we understand will be built north of Alderbrook to the west of the L2454, where the present scheme ends.

We assume that the missing part of the L2454 into Togher Village will be addressed in a further project when details of the new school development become known, and the carriageway of the L2454 will be re-designed (markings) with dedicated cycling infrastructure included in due course.

As a general observation regarding entrances, we welcome the design of raised table entrances to all residential roads, and the stop lines being set back behind the line of crossing pedestrians. For the cycle lanes at the entrances we ask (as a standard) to have "bicycle" stencils on the cycle path facing the crossing drivers.

The presence of several industrial estates and commercial sites along both roads results in a significant amount of HGV traffic on both roads, heading towards the Togher exit of the N40, which makes a dedicated, segregated cycling infrastructure even more important to cater for safe active travel for people of all ages and abilities in the area. The large-scale housing developments of recent years in the area are home for many young families. Active travel infrastructure in this area must hence be safe with a particular emphasis on safety for children.

In all current policy documents, the hierarchy of road users clearly puts pedestrians and cyclists first, followed by public transport. This must be reflected in road designs. New built infrastructure must be safe and convenient to use for people of all ages and abilities. The needs for people with reduced mobility shall be met in all projects that include infrastructure for active travel.



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Conclusion

We welcome the here proposed road improvement scheme in principle and trust that our observations will be considered. It would be very helpful that going forward, plans for roads re-design would be discussed with relevant stakeholders during the design stage, before the formal public consultation (part 8).

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/>