



Transport & Mobility Forum

Cork City Council

Roads and Infrastructure
City Hall
Cork

Via online consultation portal

Transport and Mobility Forum, Cork

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c/o Cork Environmental Forum
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Public Consultation – Response

Riverstown to Hazelwood Road Cycle Route. Glanmire

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.

In general, we welcome the proposed improvements for active travel, i.e. cycling and walking infrastructure around Hazelwood Road in Glanmire, while we also notice that under the project title “Cycle Route”, one major element of the scheme is the construction of a link road for motor traffic. This road will provide a north-south link between Hazelwood Road and the L3010 and must be regarded as a relief road for the R639 in the west of Glanmire, with considerable motor traffic load to be expected.

In connection with this, it seems hard to understand that the junction of the new link road (existing northern end) with Hazelwood Rd is omitted and not part of the present scheme, while a significant increase in traffic load is to be expected here. In order to make informed observations to the present scheme, it would be vital to have information on what is planned for the excluded part of the link road outside the Aldi supermarket. The present situation where pedestrians along the southern footpath

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of Hazelwood Road are diverted to a pedestrian crossing 20m into the link road is not favourable and will result in pedestrians ignoring the railings and walk outside same in a direct line.

Observations in detail

Combined walking and cycle paths

In general, we are critical of the concept of combined walking and cycle paths, as a complete absence of segregation between the two user groups will cause conflicts, especially in relation to moderately faster moving bicycle traffic. This will compromise the quality of service (compare National Cycle Manual). This will apply particularly to longer, continuous sections of combi paths, like along the new link road or Hazelwood Road. In our view there should be at least a soft segregation by markings, different surface material or colour, or a flush surface line of paving stones or anything similar.

Link Road southern end / L3010

It is unclear how cyclists entering the combined path from the south (L3010) are led onto same in a safe and convenient fashion, avoiding conflict with pedestrians at the junction. This applies even more for south-travelling cyclists, as they would need to change the side of the link road to arrive at the junction in the right position (left hand side of the road). Are these cyclists intended to cross the junction on a 4-way green pedestrian signal? It is unfortunate that the design of the new junction is left out of the current scheme.

Link road / St Joseph's View

The existing link between the combi path on the link road's western side and St Joseph's View should be widened in a way to also serve as a cycle route into St Joseph's View, connecting to the primary school and further west towards the Hazelwood Shopping Centre and Hazelwood Rd at the western arm of St Joseph's View (at the existing signalled crossing). St Joseph's view is marked as a feeder cycling route in the Cork Cycle Network Plan (CCNP).

Dooley's Lane / Old Avenue combined Active Travel path

The **routing of an active travel path** from the L3010 / link road towards Old Avenue / Hazelwood Rd is welcome, as it will provide an attractive link from the eastern part of Hazelwood Rd towards the area south of the L3010, to St Joseph's View (school, shopping centre) and Aldi, while avoiding the increasingly busy junction of Hazelwood Rd and the link road (at Aldi), thus creating a 'quiet route'.

The design of **Dooley's Lane as a shared path for cycling**, walking and minimal levels of access motor traffic is welcome. However, we would like to refer to the above observation regarding soft segregation of pedestrians and cycle traffic. A soft segregation between walking (northern side) and cycling (southern side) would be advisable. This would also underline the fact that motor traffic is only 'guest' here.

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The proposed **junction design at the link road and Dooley's Lane** is unclear. The raised table should ideally cover the entire junction. If the first metres of Dooley's Lane, as proposed, should remain a motor traffic carriageway (for keeping the 'transition' area to a shared path away from the immediate junction), the pedestrian/cycling space just north of it should have a better transition onto the shared path going east.

Old Avenue

We would consider the **creation of a combined walking/cycling path along Old Avenue**, as proposed, unsuitable and disproportionate. Old Avenue is a dead-end local access road, serving about 50 homes, with supposedly very little volumes of motor traffic. This situation would lend itself to create a slow zone (30km/h max, maybe 20km/h) with shared use of the carriageway for motor and cycle traffic. Instead of building a very narrow (3m) combined cycle (2-way) and walking path along a back garden wall, the main spine of Old Avenue should be re-developed with some traffic calming design measures (raised table, change in surface material / colour, planters, some trees, slightly meandering driving path etc.). It would appear ridiculous to squeeze cyclists on a narrow cycle path against a wall, while the carriageway is very little used by motor traffic. This situation would have the potential to also serve as a place making exercise for the local community.

Use of the carriageway in Old Avenue would also alleviate severe visibility / sight line issues at the southern end (Rivertown Mews / Dooley's Land), where the combi path makes a 90* turn to the west next to a 2m high wall.

At the northern end of Old Avenue towards the junction with Hazelwood Rd, the combi path should divert to the eastern side as proposed.

Hazelwood Rd

We **welcome in principle** the installation of a high quality walking and cycling infrastructure on Hazelwood Rd (as part of route GL-U2 in the CCNP), while, however, we refer to our **criticism regarding combined, unsegregated walking and cycle paths** (see above). The suitability of a combined path depends on pedestrian and cyclists footfall numbers. Given the location of a primary and a secondary school at the eastern end of Hazelwood Rd, we expect severe conflicts between walking and cycling traffic on the combined path at certain times of the day, and are hence critical of the proposed design.

It is unclear why the proposed combined path will be **on the northern side** of Hazelwood Rd, while most activity seems to be on its southern side (west to east: shopping centre, primary school, Aldi, secondary school). Widening of the existing northern side footpath will result in a loss of a substantial number of trees, while on the southern side, the 1.8m wide continuous hard shoulder could be used instead to build a walking and cycling path. As we understand from information from locals, this hard shoulder is currently used for extensive (supposedly illegal) parking for most of the day.

We welcome the redesign of the **entrance to Oakfield estate** (Oakfield Avenue) with a substantial narrowing of the curb radii and the installation of a raised table. The stop line leaving Oakfield, however, should be located before the raised table (not behind, as proposed), to allow a safe and



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prioritised crossing of pedestrians and cyclists. This does not seem to have any negative effects on sightlines onto traffic on Hazelwood Rd.

For linking the northern side combi path on **Hazelwood Rd to the new link road** (Aldi, St Joseph's View), there is **no dedicated crossing provided** in the plans. In order to provide safe connectivity for active travel towards the link road (with its combi path), a **toucan crossing should be provided** between the junctions with the link road (Aldi) and Oakfield.

As mentioned above, the **northern end of the link road** (junction with Hazelwood Rd) should also be subject to a re-design, in the near future. The omission of same in the current plans seems strange.

Conclusion:

While we welcome the installation of the new active travel infrastructure in the Hazelwood Road area, which will provide better connectivity for cycling and walking, and a safer and more convenient infrastructure, we have the above mentioned reservations against some details of the design. We trust that our observations and suggestions will be considered.

It would be very helpful that going forward, plans for roads re-design would be discussed with all relevant stakeholders during the design stage, and information to the wider context be provided, before the formal public consultation (section 38) takes place.

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

Kind regards

Dr. Darren McAdam O'Connell (chair)

Stephan Koch

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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/>