



Transport & Mobility Forum

Cork City Council
Roads and Infrastructure
City Hall
Cork

Via online consultation portal

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Public Consultation – Response

Active Travel Improvement Works - Maryborough Woods

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Mahon Cycle Scheme.

The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral 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.

As such it is the TMF's aim to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

Overview

We welcome the initiative to provide segregated cycle lanes along the entire length of Maryborough Woods, as it will give cyclists their own space on a collector road in a loosely built-up residential area. The cycle lanes will also act as 'slow lanes' given the existing gradients, especially at the scheme's south-western end near Carrigaline Rd, where cyclists will be able to travel up-hill at their own speed without any pressure.

We are, however, critical about the design of the scheme, and in particular with the layouts of the numerous T-junctions along Maryborough Woods/Glendale Rd, junctions that in many cases rather have the function of entrances, as many of them only serve a small number of properties.

Main concern

Despite these junctions being laid out as raised tables across the main road's foot/cycle path, the paths are not continuous in their surface or colour, and cyclists are given a 'Give Way' marking ahead of every junction.

We have serious concerns that indicating to cyclists along the main road they should yield to traffic turning off to minor roads (entrances)/entering the main road is a dangerous arrangement that is less safe, less convenient, and less attractive to cyclists than the existing situation.

It must be considered as poor design and in breach of several recommendations and principles of the National Cycle Manual (NCM) which calls for 'ease and comfort of use' (NCM 1.2.5) and seeks to facilitate cyclist 'keeping their momentum' (4.4.1.3).

Following this, it would be imperative to give cyclists (and pedestrians) travelling along the main road priority over turning or exiting traffic. A recommended lay-out sample for T-junctions is given in the NCM in section 4.9.2. Given most T-junctions' character here as entrances, priority to pedestrians is also justified.

Increased risk for cyclists & pedestrians

The construction of this scheme as planned will offer no benefit while significantly increasing the risk posed by motor traffic to those cyclists who will use the facilities, while provoking hostility to cyclists who will sensibly and responsibly remain on the main carriageway. Beyond that placing all cyclists on the footpath rather than giving the optional use of the carriageway ('one size fits all', that does rarely apply to cyclists) risks conflict between cyclist and pedestrian at best and significantly decreases the comfort, utility, and attractiveness of the footpath for pedestrians at worse.

Unfortunately, asking cyclists on a cycle path along the main road to 'Give Way' at entrances seems to be a common occurrence, also in recent schemes. The picture below is taken from Fuchsia Avenue in Carrigaline, scheme completed in late 2018. The cyclist along the main road is given mixed messages

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which compromises road safety: while the cycle path is marked across the entrance, a 'Give Way' asks them to stop. Such designs must be seen as sub-standard and dangerous.



Prioritising free flow motor traffic increases the risk for pedestrians

Indicating that cyclists outside pedestrians proceeding along the main should yield to motor traffic turning on and off side roads also places those pedestrians at risk by suggesting that motorists turning can proceed without yielding to and therefore considering or checking for cyclists and pedestrians who are proceeding along the main road.

Further Observations

At the southern end, entering from Carrigaline Rd, it is unclear why the cycle lane only starts after ca. 20m and immediately after its start, is interrupted by the entrance to Wheatridge and given a 'Give Way' (see above). Given the uphill situation, the cycle lane should start immediately at the junction. The same situation applies (to a lesser extent) at the other end of the scheme at Maryborough Hill/Glendale Rd.

Given the almost exclusive occurrence of T-junctions along the scheme, it is not clear if cyclists are given a lowered kerb to be able to perform right turns from the opposite side of the road. While trained cyclists might join the carriageway at the preceding LHS entrance into the primary position,



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less trained cyclists, however, would need to stop opposite the entrance / side street and let motor traffic pass before making a right turn, and – as it seems – need to navigate the kerb. The same applies for cyclists exiting the side street and making a right turn.

For the reasons give above, this scheme should only proceed when redesigned to provide cyclists with appropriate protection while giving them clear and obvious priority over traffic entering/leaving the main road from minor roads.

We would be obliged to further participate in the discourse and planning processes around this and other Active Travel improvement schemes as we feel that TMF can provide valuable input into the process. Please do not hesitate to contact us at any time at tmfcork@gmail.com .

Kind regards

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator

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/>