



Transport & Mobility Forum

Cork City Council

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Via online consultation portal

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<https://consult.corkcity.ie/en/consultation/active-travel-measures-leo-murphy-road-ballincollig>

16th August 2022

Public Consultation – Response

Active Travel Measures

Leo Murphy Road, Ballincollig

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Leo Murphy Rd Active Travel 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 measures and policies promoting sustainable and active travel. Sustainable and Active Travel (cycling and walking) helps to 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

The proposed scheme looks very positive in its general layout. We welcome the fact that cycle traffic along Leo-Murphy-Rd will have the same priority at junctions as parallel motor traffic (which in other recent schemes is not always the case).

Tightening the existing (excessively wide) radii at junctions finds our full support both from a safety and a public realm perspective.

The continuous 2-way cycle track along the (east-west) Link Rd will raise the attractiveness and comfort for cycle traffic in the area.

Observations

As for much of Leo-Murphy Rd, there is already a road level cycle lane existing, we are wondering what the segregation of the proposed cycle track will look like. A semi-height kerb between the motor traffic lane and the cycle track would be desirable to increase safety.

The cycle path should be at the same level as the top of the kerb, so that in case of an obstacle (or be it a slow-moving cargo bike), cyclists can temporarily leave the cycle track. In the present design, cross sections imply that the cycle track is channeled by kerbs on both sides (towards the verge/footpath and the motor traffic lane).

Junction with Main St (Sheet 2)

The start/end of the cycle path at Main R608) seems quite abrupt, with no direct continuation into further cycling infrastructure on Main Street, as cycle lanes here only start ca 50m to the east and west. This is obviously due to space requirements for filter lanes. Overall, this junction still has a very car-centred appearance (see picture). We assume that in connection with the BusConnects Sustainable Travel Corridors (here STC E), the junction will see a re-design, to include.

Transition into legacy cycle path (Sheets 8& 9)

No need for a shared area, a smooth transition with a continuous cycle track would be a better option.

This is the only area in the scheme where a significant number of trees will be lost. While the number of new trees provided is significantly greater than the number lost and the number lost is itself a very small percentage of those already existing within the scheme area it would be desirable if a number of extra trees beyond those already proposed were planted at this spot on the eastern side of the road



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where space is available for them (sheet 8 green area between the black line indicating “Existing trees to be removed” and the blue dotted line)

Link Road / School (Sheet 9)

Where the 2-way cycle path on the northern side ends at the toucan crossing outside the school, a spur of the cycle track into the adjoining cul-de-sac part of Carriganarra Rd would be a small but welcome addition. This would facilitate esp. school children accessing the toucan crossing/school safely also from the north-eastern side and direct them straight to the signaled crossing.

Additional Observations (outside the scheme’s scope):

In order to increase permeability and active travel connectivity, providing a walking and cycling link between the southern end of The Cloisters (housing estate) and the Link Rd (near no. 81) would be highly beneficial as an alternative quiet route for residents towards the school etc. by avoiding longer detours and unnecessary use of the main roads (Leo Murphy Rd).

For the same reasons, the existing (supposedly informal) path connections across the green area between Rosewood and Greystone should be formalised and extended to include a connection into The Cloisters (north-eastern end) to create alternative quiet routes for active travel.

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.*



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