



Transport & Mobility Forum

Cork City Council

Roads and Infrastructure
City Hall
Cork

Via online consultation portal

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4th November 2022

Public Consultation – Response

Active Travel Measures on Frankfield Road

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

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Frankfield Road 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).



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Overview

We strongly welcome and support the scheme in general and particularly the proposed 2-way cycle track, as it adds another level of quality to cycling infrastructure here in an uphill cycling situation.

We feel, however, that the layout of the junction at the southern end (Ballycureen Rd/Curraghwoods/Grange Rd) is quite complex and lacks clarity, therefore, risks being perceived as hostile or uninviting on the active travel side, particularly for the novice cyclists such a scheme should facilitate.

Observations

Regarding the layout plans, we have a few observations that might further improve the scheme:

General:

We would usually prefer to see the path on the side with the greatest demand which in this case would have been on the Western rather than the Eastern side of Frankfield Rd. as there appears to be a significantly higher natural footfall on the Western side. However, in a case where space constraints dictate a footpath on one side only and a two-way cycle path on the other it is an advantage to separate them to reduce conflict and the pedestrians should get priority on staying on the busy side.

Junction Kinsale Rd (Plan Sheet 1):

Slight concern about the use of extended shared surfaces (cyclists/ pedestrians), we are generally critical of the use of shared surfaces outside destinations where cyclists will naturally be stopping), however, pedestrian footfall in this area will be quite low, very significantly reducing that concern.

We are unclear if this area is to be extended into slip road on space now marked as hatched area (or have a green verge). The use of shared space implies the need for sufficient space to allow cyclists to avoid conflict with pedestrians.

Crossing (Plan Sheet 2):

We would like to positively note the design of the Pedestrian crossing at International Glass: particularly the use of a zebra crossing across the cycle track, instead of a shared surface. This use of

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zebra crossing instead of a shared surface should be standardized and this offers a very positive example that should be highlighted.

Cycle crossing at Alderbrook (Plan Sheet 3):

This junction/crossing looks well-designed and has a welcome clear and logical separation between pedestrians and cyclists.

However, it is unclear to us if this crossing be signalised. The design suggests it should be.

Junction layout at Ballycureen Rd/Curraghwoods/Grange Rd (Plan Sheet 5):

This Junction is quite complex for pedestrians and cyclists and lacks clarity.

We assume that all crossings here are signalised.

Northern/eastern side: OK, but there may be an issue with the lack of waiting room for southbound cyclists waiting to cross Grange Rd

Southern side: We are concerned that there is little space for pedestrians waiting between cycle track and red lights, we would suggest shifting the cycle track slightly to the southwest to provide more space for pedestrians,

We are concerned that the shared surface on the crossing island looks quite tight and are worried that while it may be sufficient for the current number of pedestrians it will be insufficient to cope with the expected increase in the number of both pedestrians and cyclists in the near future.

We have some concerns that the turning radius from Grange Rd into Ballycureen Rd looks quite 'sportive' and encourages high speeds. We would suggest that the radius be tightened to reduce the risk of high-speed and junction collision.

Trees and green spaces:

We would like to note positively and support having trees on the verge between Cycle track and the carriageway (Plan Sheet 4).

We would like to suggest that every effort should be made to try and save the second (inner) row of trees on the western side of Frankfield Rd north of the junction as we are unclear as to why there is a need to remove the inner row. If there is an operational or engineering reason, such as slope stabilisation, why some must be removed as many as possible should be retained.



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At the southern junction, we would suggest that the planting of some trees on the green verge (northern side) and on the grass patches between footpaths and cycle track (southern side), would assist in visually narrowing the space and reduce the free speed of motor traffic.

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/>