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Friday, 29 November 2013

## **Douglas LUTS Work Package 11 – Douglas Community Park Cycle Track**

Dear Mr. O'Donoghue,

Thank you for referring the above application to An Taisce for comment.

This submission is being made through the work of the Cycling Coordinator position on behalf of An Taisce and Cyclist.ie, a new position funded under the European Cyclists' Federation Leadership (ECF) Programme 2013-14. See [www.ecf.com](http://www.ecf.com) for more information on the ECF.

We are strongly supportive of an overarching aim of making Cork City and County more bicycle friendly and increasing the numbers of utility trips made by bicycle.

We have examined these proposals in the context of the Douglas LUTS Final report (MVA Consultancy 2013). Below are some brief comments

### **1 - The Wider Network / "Low-hanging fruit"**

We broadly support the proposal since the link can be seen as part of a wider future cycleway / 'park-way' network in the Douglas area. This network should be seen as being supplementary to making other roads cycle friendly – not an alternative!

We note the interventions are modest in size and can be understood perhaps as the 'low hanging fruit' in advancing this network.

## 2 - Separating Cyclists from Pedestrians / Speed Reduction Measures

We support the design approach which keeps pedestrians and cyclists separate for most of the route through the Community Park. As far as possible, it is wiser to keep cyclists and pedestrians in separate spaces given the potential speed differences between the modes. We would however suggest that the designers re-examine the Northern-most and Southern-most sections of route and rethink the possibilities in terms of keeping cyclists and pedestrians separate at these locations too.

We are working on the basis that the “speed reduction measures”, as noted on the drawings, are proposed so as to minimise conflict between cyclists and pedestrians. We would urge the designers though to avoid narrow chicanes in this regard. The details need to be right here.

## 3 - Junctions

Our greatest concern with the proposals is that there is no attention paid to offering design solutions at the junctions of the cycleway with Church Street and with Church Road. It is the right-turn manoeuvres off and onto such routes which demand the greatest attention. Too often, we see special provision for cyclists *on links* but nothing at junctions – often the most hostile elements of the urban environment for cyclists. This needs to be addressed as a matter of urgency.

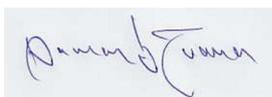
We are, though, very happy to see the proposals for a 30kph speed limit in the village of Douglas. It does strike us however that the zone is very small in terms of its geographical area. Given that school children (and others!) on foot and on bikes will be hanging around the village and surrounding streets (and residential areas), we strongly recommend that the 30kph zone is extended. Crossing streets when speeds are lower is much easier and safer.

## 4 - Conclusion

An Taisce trusts that our commentary will assist you in advancing an effective scheme.

I would be grateful if you could acknowledge receipt of this submission and advise us of any further decisions made in regard to this application.

Yours sincerely,



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## REFERENCES

MVA Consultancy (2013), 'Douglas Land Use & Transport Strategy (DLUTS) - DLUTS Final Report'.