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Friday, 29 November 2013

**Douglas LUTS
Work Package 8 - Traffic Calming on the Old Carrigaline Road**

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 for more information on the ECF.

1. Introduction / Overarching Comments

An Taisce broadly welcomes the proposed traffic calming on the Old Carrigaline Road. Speed reduction in urban areas is a critical part of making roads safer and more attractive for cycling.

We like the proposed large bicycle symbols on the road. They have appeared in several places in Cork city recently and would appear to be helpful in reminding all road users of the presence of cyclists. We understand that when Cork Cycling Campaign (a member group of Cyclist.ie – Ireland's National Cycling Lobby Group) made submissions last March and previously, that they asked for 'sharrows'. We recognise that while sharrows do not feature in the NTA's (2011) National Cycle Manual, we understand that the NTA is advising that the large cycle logos are used as an equivalent symbol in critical locations.

2. Specific Comments (Moving South to North along the Road)

It appears (from Google Maps – although these images could be out of date - <https://maps.google.ie/maps?q=Douglas,+Cork&hl=en&ll=51.87661,-8.43558&spn=0.002749,0.007639&sll=53.32432,-6.251695&sspn=0.1702,0.488892&oq=douglas&hnear=Douglas,+County+Cork&t=m&z=17&layer=c&cbll=51.876775,-8.435673&panoid=wh9J9a02NVs-gwNBHcoigA&cbp=12,175.43,,0,13.35>) that the current car parking is on the eastern (right hand) side of the road. We recommend that all of the car parking and taxi ranks *are kept to the eastern side of the road, so that cyclists do not end up passing close to car doors that may open in close proximity to them (which would seem more likely to happen if the cars are on the left side of cyclists – i.e. the West side of the road).*

The proposed 'gateway' treatment and the build-out at the cemetery entrance are anti-cyclist in the following sense. On the approach to the gateway, the carriageway width is initially 3.00m, then it widens out for short length - which (some) motorists may see as an invitation to overtake cyclists - but then the road narrows to 3.00m again thus forcing vehicles to move sideways and squeeze cyclists. If speed reduction is needed on this road, then flat topped speed bumps / speed tables would be preferable – with the first one located closer to the Southern end of the road (South of the parking).

Furthermore, the proposed build-out after (to the North of) the cemetery gate appears very suddenly. Again, it would be advantageous if parking were on the same (East) side of the road before and after the cemetery.

The (existing and proposed) layout at Section 8.2 would appear to be suggesting that cars should reverse onto the road. The designers should re-examine this element given the inadvisability of such manoeuvres.

3. Further Points

The hatching in the legend doesn't match the hatching on the drawing (thus making interpretations of the proposals more difficult).

The use of the term "shared space" would seem to be incorrect, as cyclists will be sharing *with motorists*, not with pedestrians. This is the default position given the bicycle's legal status as a vehicle! (See page 96 of the Design Manual for Urban Roads and Streets (Department of Transport and Department of Environment 2013)) for a discussion on shared surfaces and shared streets.)

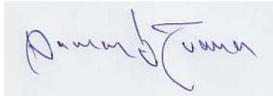
It is recommended that the opportunity is seized by Cork County Council to introduce some bicycle parking stands at the Northern end of the scheme – and perhaps also outside the cemetery? For details of cycle parking planning and design, see Chapter 5 of the National Cycle Manual (National Transport Authority 2011).

4. Conclusion

An Taisce trusts that our commentary will assist Cork County Council 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

Department of Transport, Tourism and Sport and Department of Environment, Community and Local Government (2013), 'Design Manual for Urban Roads and Streets'.
National Transport Authority 'National Cycle Manual', <<http://www.cyclemanual.ie/>>, accessed 16/May 2013.