



We are Cork.



2021 QUICK WINS REPORT



**Cork
Cycling
Campaign**

**2020
DECEMBER**



ABOUT US

The Cork Cycling Campaign is a volunteer group promoting utility and recreational cycling in Cork City and County. Founded in 1999, the Campaign advocates for improved conditions for people cycling in Cork and strives for recognition and promotion of cycling as an essential form of transport. Cork Cycling Campaign has been the voice of people cycling in Cork for 20 years; we have over 500 members and over 50 volunteers. We engage regularly with the media and key stakeholders on transport questions. The Campaign is part of Cyclist.ie, the Irish Cycling Advocacy Network, the European Cyclists' Federation (ECF), and the Cork City PPN.

BACKGROUND

The Cork Cycling Campaign recognises and appreciates the planning, societal, economic, legal, and political framework within which cycling infrastructure is proposed, progressed, and actualised in Cork. We believe that a range of low-cost, quick-delivery projects should be part of the range of solutions that the Council seeks to address over 2021 in tandem with other projects and programs that Cork City Council is working towards.



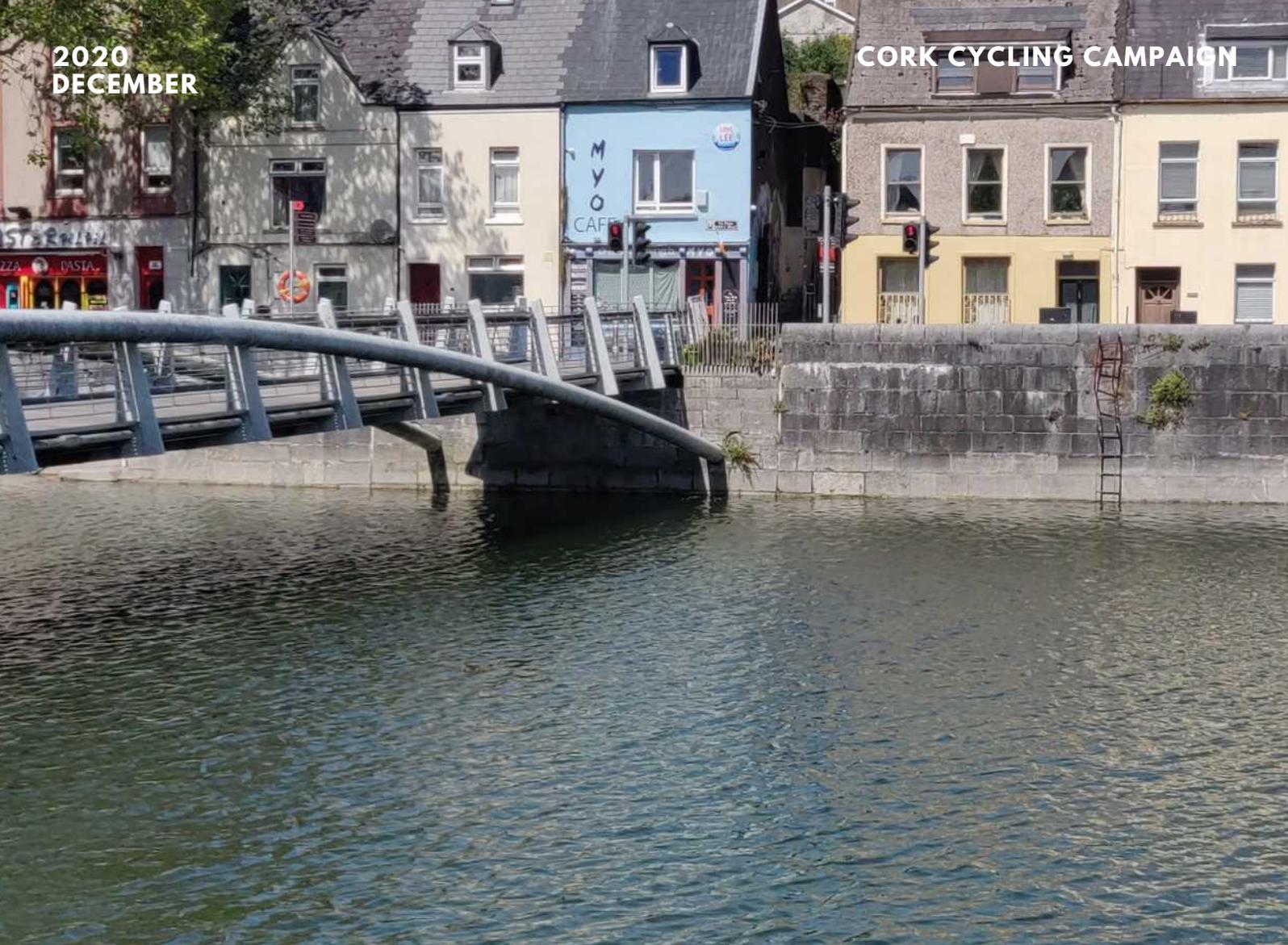
QUICK WINS AS A SOLUTION

Quick Wins are an important part of the puzzle to make Cork a welcoming, attractive, and safe city to cycle in. No one project or scheme will help achieve this goal. A wide range of solutions, from large investment projects, down to routine cycle lane sweeping, all contribute towards this.

The Cork Cycling Campaign appreciates the work and projects delivered in recent years by Cork City Council, the National Transport Authority, and other key stakeholders. It is hoped that the projects listed in this report, will achieve the same level of success in ensuring that cycling continues to be a viable option for people to travel in Cork and helps Cork transition towards a greener, cleaner, and healthier city.

SELECTION STRATEGY

These projects have been selected by volunteers of the Cork Cycling Campaign and approved by the Committee of the Campaign. A longer list of projects was drawn up and this short list was selected on the basis of factors, including but not limited to: the ability of the project to make it easier or more attractive to cycle in Cork; the ability of the project to make it safer to cycle in Cork; and the ability of Cork City Council to deliver the project in the short-term.



OVERVIEW OF PROJECTS

- North Main Street - Contra Flow Cycle Lane
- Knapp's Square - Filtered Permeability
- Montenotte View - Contra Flow Cycle Lane
- Model Farm Road Greenway- Removal of Barrier
- Review of Advisory Cycle Lanes
- Improved signage and wayfinding
- Rockboro Bridge - Improved Access
- George's Quay - Lengthened Cycle Lane



NORTH MAIN ST



CONTRA FLOW CYCLE LANE

People cycling southbound on North Gate Bridge are unable to continue going south on North Main Street as a 70m section of North Main Street (from the Gate Cinema to Adelaide Street) is one way. The prevalence of cars parking on the double yellow lines suggests that there is ample room for a 1.5m wide cycle lane with light segregation (tiger wands, orcas, pencil bollards, etc) to protect the cycle lane.

Routing people cycling along North Main St rather than Gratten Street is likely to see increased spend in shops and business on this street due to increased passing cycle traffic.



More accessible city centre



KNAPP'S SQUARE



FILTERED PERMEABILITY

Knapp's Square is a key active travel corridor for people moving between the city centre, Shandon, and Blackpool. It benefits from a low gradient and has much less vehicular traffic than other roads in the vicinity.

However, it is often challenging to walk or cycle here as cars and vans come around the corner at the junction of Lower John St at speed and use the street as a 'rat run'.

A filtered permeability solution such as a planter box or a bollard would prevent 'through traffic' onto the Quays but ensure that businesses and apartments can be accessed by vehicles.



Safer mobility for pedestrians and cyclists between city centre and inner suburbs



MONTENOTTE VIEW



CONTRA FLOW

A 30m section of Montenotte View is one way and prevents people cycling from travelling towards Centre Park Rd and the proposed cycle infra on Victoria Rd as part of the Interim Cycle Infrastructure Phase 1.

A re-alignment of the road space to install a contra flow cycle lane or a dropped kerb to access the zebra crossing on Albert Road and a wider shared path outside Carey's tools would aid people cycling east. This is an important corridor as many people used Shalom Park/Rockboro Bridge route to cross the South Link safely.



Safer mobility for pedestrians and cyclists between city centre and inner suburbs



MODEL FARM ROAD GW



REMOVAL OF BARRIER

The Greenway between the Lee Fields and the Model Farm Road is a key active travel corridor for people travelling from the city centre and the western parts of the city, including the Model Farm Road Business Park, CIT/MTU, Curraheen, and Bishopstown. The path is also very popular as a walking and running amenity.

The gate over the stream prevents many people from accessing this route and amenity. This may include, but is not limited too: wheelchair users, people using trikes or cargobikes, double prams, etc.

Alternative solutions to prevent vehicles and scrambler bikes from using this amenity should not limit the accessibility of the path to many people in the community.



Improved access



CITY WIDE



REVIEW OF ADVISORY LANES

Many cycle lanes in Cork are marked by broken white lines (advisory cycle lanes). The National Cycle Manual sets out clear guidance on the limited cases for the use of advisory cycle lanes.

There is a legacy issue in Cork where many cycle lanes should have been installed as mandatory cycle lanes rather than advisory.

A review of all advisory cycle lanes ought to be undertaken to ensure that cycle lane are the correct width and do not permit loading or set-down parking.



Safer and more attractive cycle lanes



CITY WIDE



IMPROVED SIGNAGE

Signage in several places in Cork does not take into consideration people cycling. An example is the 'no right turn' sign on the South Gate Bridge which may prevent people cycling westbound from accessing the contraflow cycle lane on South Main Street.

It would be beneficial for additional 'except cyclists' signs to be erected in the city to give people clarity as to how they can access cycling facilities



More accessible city centre



ROCKBORO BRIDGE



IMPROVED ACCESS

This bridge over the South Link provides people traveling between the city center and Blackrock/Ballintemple/Shalom Park with a safer route than the N27 Junction at the Elysian.

However, poor surfacing, old barriers, and a lack of CCTV/Lighting make this a very uninviting place to walk or cycle.

Investment to repair the surface with a non-slip yellow finishing (like the Nano Nagle Bridge), combined with new lights, signage, and access points could help make the bridge a more attractive option.



Improved Access



GEORGE'S QUAY



CYCLE LANE

There is currently a bus lane on George's Quay which ends at the junction of George's Quay and Dunbar Street. A cycle lane begins on George's Quay just before the junction with Mary Street but there is a section of George's Quay for 45m that does not have any cycle infrastructure.

Although this 45m section of road has double yellow lines, it is frequently parked in and people cycling move into the left traffic lane to overtake the vehicles.

This is an unnecessary hazard and can be addressed through the extension of the existing cycle lane (including red resin and signage) over the double yellow lines.



Safer and more attractive cycle lanes



CYCLING IN CORK - RECENT TRENDS

- In a 2019 Cork Chamber survey, over 65% of businesses supported the delivery of the Cork Cycle Network as a priority
- Heads of the entire 3rd level sector in Cork, have signed a letter calling on the Minister for Transport to deliver a network of safe cycle routes to ensure their staff and students can cycle safely to their campuses
- Over 90% of consultations for the Intern Cycle Infrastructure on the South Mall in 2020 supported the scheme
- In a 2020 survey for One4All Ireland, almost half of respondents agreed that they could swap their car for cycling for most short trips.
- Since 2007, the number of staff cycling to University College Cork increased by 90%
- In April 2020, the World Health Organisation recommending cycling as a mode of urban transport in order to ensure social distancing during the COVID-19 pandemic while also achieving daily physical activity guidelines.
- In 2020, Ireland's first e-bike stakeholders campaign group, 'We-bike', was launched in Cork to promote the use of e-bikes in the city and county.