

# CORK CYCLING CAMPAIGN



member of



11-July-2022

Cork Cycling Campaign

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## Senior Engineer

Cork City Council  
Infrastructure Development,  
City Hall,  
Cork.

## Re: Active Travel Improvement Works - Innishmore Ballincollig


Dear Sir or Madam,

The Cork Cycling Campaign is a voluntary group promoting utility and recreational cycling in Cork City and County. Founded in 1999, the Campaign advocates for improved conditions for Cork's cyclists and strives for recognition and promotion of cycling as a serious form of transport.

Everyday cycling is of inestimable benefit to mobility in Cork: it is rapid and efficient, it contributes to a better urban environment, it improves the health of its users, and improves quality of life for all.

As a sustainable mode of travel, cycling has a central role to play in mitigating climate change by helping society transition to low energy mobility. Cork Cycling Campaign has been the voice of people cycling in Cork for 20 years; we have over 500 members and over 4,000 followers on social media, and engage regularly with the media on transport questions.

The Campaign is part of Cyclist.ie, the Irish Cycling Advocacy Network, and European Cyclists' Federation (ECF). We are a key stakeholder in discussions on transport strategy for the region.

	Active Travel Improvement Works Innishmore Ballincollig Submission	Rev 0 11-July-22
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The Cork Cycling Campaign welcomes the opportunity to make a submission on the proposed Active Travel Improvement Works in Innishmore, Ballincollig. The Cork Cycling Campaign commends Cork City Council for progressing this work, particularly the extents of segregated cycle lanes. Overall, we are supportive of the works and its aims and welcome the proposal, however, we have two areas of concern to raise in our submission: shared space and side road designs.

### **Shared Space**

Across the scheme there are areas where cyclists and pedestrians are forced together in shared space, such as at Toucan crossings. Within the National Cycle Manual (NCM) Section 1.9.3 in the section on Pedestrians and Cyclists, it states:

*“Shared facilities are disliked by both pedestrians and cyclists and result in reduced Quality of Service for both modes. With the exception of purpose-designed shared streets, shared facilities should be avoided in urban areas as far as possible.”*

As a principle of sustainable safety, the National Cycle Manual also suggests that pedestrians and cyclists should be segregated whenever possible. [The Safe Routes to School Design Guide](#) states that cycle infrastructure should provide safe cycle movement through junctions (page 10).

As the National Cycling Manual states, shared space is disliked by both pedestrians and cyclists resulting in a reduced Quality of Service for both modes. The use of shared spaces within the designs for the Innishmore scheme will result in sub-optimal infrastructure being implemented which will hinder the up-take of walking and cycling.

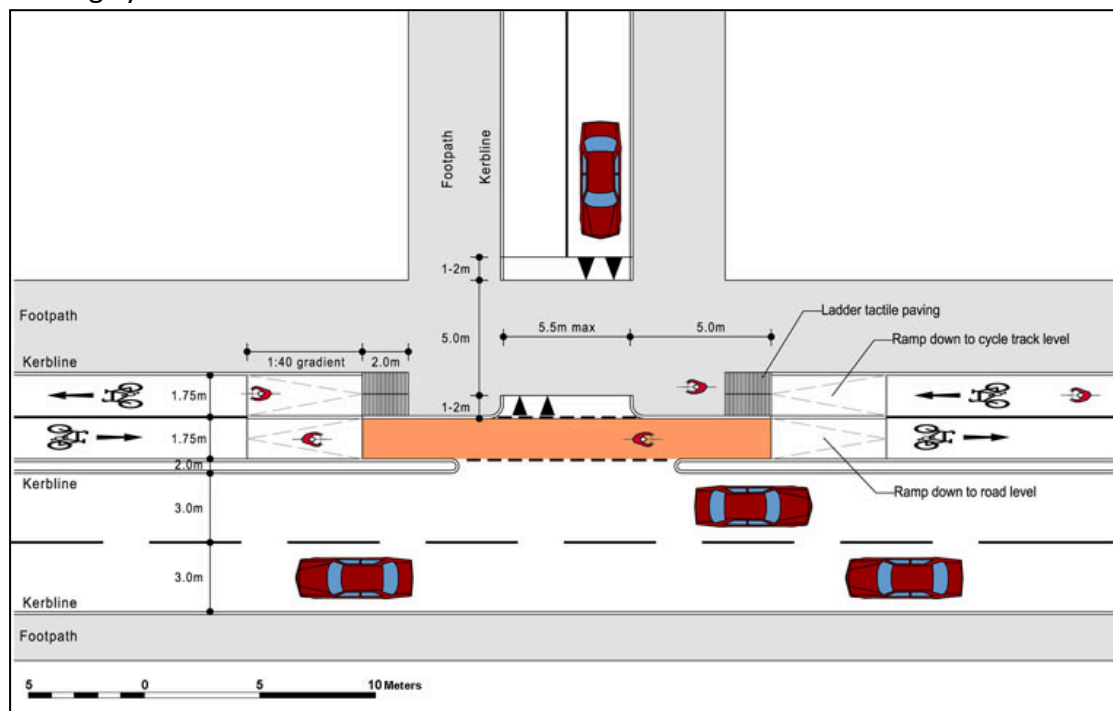
***Recommendation: For the use of shared space to be removed and separate infrastructure provided for pedestrians and cyclists to avoid pedestrian/cyclist conflicts.***

## Side Road Designs

At two instances where the two-way cycle track crosses side roads, the cycle track narrows and there is no clear indication that cyclists have priority. Section 4.4.1.3 'Understanding Bicycle Operation at Junctions' of the NCM states:


*"The physical nature of cycling is such that cyclists try to maintain their momentum wherever possible (to reduce physical effort). Where cyclists are travelling straight ahead, they expect to have main road priority. Frequently this priority is compromised by traffic turning left. In this manual, various approaches to managing the left turn conflict have been set out, with the intention of maintaining cycling momentum and priority wherever possible."*

The NCM provides an example of a side-road junction (Figure 1) which shows a continuous two-way cycle track across the mouth of the junction with no requirement for the cyclist to yield to left turning traffic. To improve the quality of the proposed cycling infrastructure, the designs should closely align with the example. This would increase the quality of the cycle lane and encourage its use by new and existing cyclists.



**Figure 1:** An example junction from the National Cycling Manual Section 4.9.2 showing a two-way cycle track crossing a side road.

**Recommendation:** The two-way cycle track should not narrow for side roads and should clearly give priority to cyclists.

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## Summary

We welcome the proposed implementation of segregated cycling infrastructure across the area, however, there are a number of areas where the design of the infrastructure could be improved. Our recommendations are:

- For the use of shared space to be removed and separate infrastructure provided for pedestrians and cyclists to avoid pedestrian/cyclist conflicts.
- That the two-way cycle track not narrow for side roads and clearly gives priority to cyclists.

Yours sincerely

*James Fitton*

Cork Cycling Campaign