

An Garda Síochána

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**Roads Design/Construction Division,
Room 331,
City Hall,
Cork**

Dear Sir,

With reference to planning notice published in Irish Examiner of Friday 28th September regarding Cork Cycle Network Phase 2, UCC to City Centre, I am to make the following submissions.

Sheet 1 Western Road - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city. It is obvious that cyclists should use the existing bus lane travelling into the city from the west.

Sheet 2 Western Road - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city. It is obvious that cyclists should use the existing bus lane travelling into the city from the west.

Sheet 3 Lancaster Quay - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city. It is obvious that cyclists should use the existing bus lane travelling into the city from the west.

Sheet 4 Washington Street - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city. The proposal for the junction of Courthouse Street and Washing Street is particularly dangerous. It is obvious that cyclists should use the existing bus lane travelling into the city from the west.



Sheet 5 Washington Street - This is a Dangerous proposal. It reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city. It also introduces cyclists to danger when they are expected to navigate through junctions where traffic can turn across their path.

South Main Street - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic

Sheet 6 Washington Street - This is a Dangerous proposal. It reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city.

South Main Street - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city

Sheet 6A North Mall – I fail to see the logic in this proposal. Currently cyclists can cycle with the flow of traffic, with parking on the inbound side. This proposal now shifts all parking to the outbound side and proposes to make provision only for inbound cyclists!

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Popes Quay - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city.

Sheet 10 Popes Quay - This Proposal in my view hinders the passage of the Emergency Services across the city.

Sheet 11 Popes Quay - This Proposal in my view hinders the passage of the Emergency Services across the city.

Sheet 12 Popes Quay - This Proposal in my view hinders the passage of the Emergency Services across the city.

Sheet 15 Bishops Street - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and in between lanes of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city.



Sheet 18 Bishops Street - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and also severely hinders the passage of the Emergency Services across the city.

Sheet 19 Frenches Quay - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic. It also introduces cyclists to danger when they are expected to navigate through junctions where traffic can turn across their path. It reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city.

Sullivans Quay - This is a Dangerous proposal. It places contra flow cycle lanes on the street travelling against the flow of traffic and reduces the capacity of the city to flush traffic out in the event of an emergency and also severely hinders the passage of the Emergency Services across the city.

I am also concerned with

- **The potential loss of parking**
- **The associated dangers with restricted access and egress into and out of the city by mechanically propelled vehicles – HGV's, private cars, small goods vehicles, PSV's and emergency vehicles.**
- **The likelihood of conflict with the Cork City Management Plan. Are there elements of this proposal which will conflict with that? I am to suggest that this initiative should await the outcome of that plan before any further consideration is given to cycle lanes.**
- **The effectiveness of Phase 1 and how it has been implemented and how it has been welcomed or otherwise by residents and users of the routes concerned. Has a safety audit been carried out on that phase?**

I am available to discuss these and any other traffic issue in the City Borough at your convenience.

 **SERGEANT
JOHN R. O'SULLIVAN 22981D**

