Memo:

From: NTA to CCC – Roads Department

Re: Cork visit – 15th October 2012

Location; Onsite – UCC to Grand Parade
Present; Ger Goodwin, John Stapleton (CCC), Niall Harte (Arup), Michael Ahern, Roy O'Connor (NTA).

I refer to our visit today (Monday 15/10/2012) to meet Sergeant John P. O'Sullivan and discuss the issues raised in his letter date-stamped 5 Oct 2012.

It was a disappointment that the sergeant had to cancel his participation in the meeting while we were en route to Cork on the train, and was unable to send a deputy to represent him.

However, it was productive to meet the design team from Cork City Council and Arup Consulting Engineers, and examine the route in the light of the issues raised.

The site visit indicated that:

(i) a significant number of cyclists already travel contraflow on Western Road towards the city (see photos);
(ii) there was significant latitude taken by drivers in relation to stopping, loading, etc. along the corridor, the net effect of which was reduce the effective capacity of the route significantly below the nominal capacity of the marked lanes; and
(iii) the introduction of cycle tracks /buslanes together with more regulated and legible traffic layouts ought to improve the corridor for all road users.

Emergency Issues: While it is important that emergency vehicles have access to all areas and streets, the introduction of more sustainable traffic layouts (pedestrianized streets, bus lanes, cycle tracks, reduced traffic lane widths, widened footpaths etc.) in Dublin and elsewhere has not led to compromised safety or emergency situations. CCC might consider contacting emergency services as appropriate to assess vehicular access issues pertaining to project proposal.

Indeed, it is generally the case that these layouts are generally safer roads, by virtue of the design process which reviews

(a) previous accidents
(b) current user behaviour
(c) best current practice in traffic design
(d) safety, through the road safety audit process
(e) ensuring that layouts are fit for purpose.

Specific Issues:

Specific issues discussed the visit included (with reference to Arup scheme drawing numbers):

Entrance to UCC / commencement of two-way section of Western Road (SM-001)

- Area to be subject to integrated traffic /public realm treatment
- Two-way cycle route to connect from entrance of college to Mardyke – detail design to address oblique merge of vehicles city-bound from traffic-calmed Walk onto gyratory
- Junction at college to address conflict between city-bound cyclist movement from Western Road and right-turning traffic on gyratory
- Contraflow cycle route on Westbound approach to O'Donovan's Road to include at-grade footpaths with crossover, and traffic-side segregation of cyclists
- Signalling phasing to be reviewed to address bus requirements (e.g. bus priority generated from AVL at outbound bus stop), as well as VRU movements.

Area opposite River Lee Hotel (SM-002)

- Consideration of segregation/profile between cycle track and traffic, especially where no parking is intended
- Right-hand crossing facility to allow (uncontrolled e.g. jug handle) cycle crossing into Hotel/bridge.

Mardyke Street/ Lancaster Quay (SM-003)

- Consideration to be given to the signalling at Mardyke Street ; options include flashing amber RH filter arrangements (as proposed in the NCM) running with full bicycle contraflow aspect;
- Toucan arrangement to permit outbound cyclists to access Mardyke Street

Washington Street/ Hanover Street section (SM-004)

- Consideration to be given to the replacement of hatching by other uses on the street (e.g. wider footpaths, public realm improvements etc.

Courthouse Street/Washington Street (SM-005)

- Design to review existing arrangements and signalling, to address confusion for RH turning cyclists emerging from Courthouse Street

- Design to address existing facility for general traffic to merge with outbound cross traffic on a flashing amber filter
- In context of existing use of flexible bollards, and effective reduction of outbound to one general traffic lane (see photos); consideration to be given to layout including (inbound) one bus/cycle lane+ one general traffic lane (outbound) one cycle lane + one traffic lane, with new central reservation for lighting / plant holding / traffic turn preclusion etc.

Junction with Grand Parade

- By virtue of Washington Street being fed alternately by one lane off Grand Parade, a single lane will suffice for outbound movements on Washington Street.

Bishop Street – Proby's Quay –French Quay and O'Sullivan's Quay (SM-17-19)

(i) Similar onsite conditions indicated a number of existing cyclists already travelling contraflow on Bishops Street towards the O'Sullivan Quay.

(ii) the introduction of a more regulated and legible traffic layouts will improve the corridor for all road users and provide safety and facilities for existing road user behaviour.

Should you wish to comment or add to this memorandum you are welcome. I trust this will provide a fair reflection of the design proposals taken under consideration on site today.

Regards,

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