

**Memo: CCC-12-06 UCC – City Centre – cycle corridor**

**From:** NTA to CCC – Roads Department

**30<sup>th</sup> October 2012**

**Location;** City Hall, Cork

**Present;** Ger Goodwin, John Stapleton (CCC), Niall Harte (Arup), Sgt. John O’Sullivan (Gardai), Roy O’Connor (NTA).

The Department of Transport, Tourism and Sport introduced Ireland’s first National Cycle Policy Framework to set Ireland a target of 10% commuting by bike by 2020. In line with the objectives set out in the NCPF, the National Transport Authority (NTA) produced the National Cycle Manual (NCM) in 2011, with the assistance of relevant stakeholders, establishing best design practice and providing a consistent platform from which to approach the introduction cycle infrastructure and on a national level.

Cork City has a relatively low cyclist modal share of approximately 3%, albeit showing a substantial growth of 30% between the 2006 and 2011 census. Cork City Council (CCC), in association with the NTA, has proposed a 5 year investment strategy up to 2017, that is focusing investment into sustainable transport infrastructure to promote a shift in modal share for sustainable transport in Cork City, including the promotion of cycling.

The strategic corridor from the city centre to the Wilton/ Bishopstown area of Cork City, includes the project CCC-12-06, the UCC to City Centre project, as the first segment of this corridor. In addressing the needs of all road users, Cork City Council has prepared a preliminary design with their consultant, which is now the subject of pre-public consultation stakeholder discussions.

To this regard, the input from An Garda Síochana is a welcome contribution to highlight their particular views on this proposal. Today’s meeting in particular, is to address the Garda letter received on the 5<sup>th</sup> October. On reviewing the comments from the letter and the preliminary drawings over the course of the meeting, it may be concluded that Sgt. J O’Sullivan and Cork City Council noted concern regarding the potential safety issues the proposed contra flow cycle lanes on **Western Road/Lancaster Quay** and **Bishops Street** which may incur, post implementation. This is due to the level of physical protection offered to the contra flow cyclist. CCC and the NTA ensured the safety issues regarding the proposal are a primary consideration when implementing designing the project, in line with the national guidelines. There is currently a proposed separation via buffer zones and parking spaces, this is to be maximised to ensure 1 metre minimal buffer zones is available.

The NCM is a relatively new and live document, with projects in line with its guidance recently being introduced nationally. To that regard recent successful projects were referred to such as Newton

Ave, Blackrock and Andrews Street, Dublin 2 and in addition contraflow cycle lanes in Drogheda, Co. Louth may be consulted. CCC and the NTA are committed to post construction monitoring of projects to ensure their implementation has accurately accommodated cyclist behaviour, as well as other modes of transport.

S.JO'S raised a concern with regard to the proposed impact for traffic volumes on **Washington Street** outbound, from Grand Parade to South Main Street. This section of the proposal is to be implemented with consideration for the proposed City Centre Movement Strategy and its traffic modelling is being examined to ensure the congruency between proposed traffic flows and this project proposal. Secondly the egress of emergency vehicles for the city centre is being addressed by maximising the outbound cycle lane width to provide an effective second vehicle lane in such emergencies.

CCC has further developed the **North Mall** proposal to better facilitate stakeholder requirements by introducing a shared space and traffic calming measures. This section of the proposal is being progressed with consideration for potential traffic congestion from North Gate Bridge on to Pope's Quay. It is to be evaluated in terms of its congruency with the City Centre Movement Strategy and the proposed functionality of the bridge and its projected traffic volumes. The overall CCMS proposal will be ensuring to address a corresponding design for traffic movements which minimize traffic queue lengths on Pope's quay.

To progress the project, while resolving to address the now concerns of An Garda Síochána, CCC is to;

- Update proposal drawings as per details discussed during meeting.
- Maximise segregation/buffer zones between contraflow lanes and general traffic, considered effective additional segregation such as rubble strips.
- Confirm traffic modelling and the potential implications re Washington Street/Grand Parade junction and Farren's Quay/North Gate Bridge.
- The design adjacent to the UCC entrance and junctions adjacent to contraflow cycle lanes are to be developed further to address functionality and homogeneity.

The National Transport Authority reaffirmed its continued presence and commitment to the support and development and on-going assessment of the applicability and effectiveness of the sustainable transport infrastructure being introduced through the five investment strategy, including the UCC to City Centre project.

Please contact me regarding and comments on the above memorandum.

Regards,



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