



Transport & Mobility Forum

Cork City Council

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Via online consultation portal

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Public Consultation – Response

Anglesea Street Contraflow Bus Lane

<https://consult.corkcity.ie/en/consultation/anglesea-street-contraflow-bus-lane>

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Anglesea Street contraflow Bus Lane scheme.

The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports measures and policies promoting sustainable and active travel. Sustainable and Active Travel (cycling and walking) helps to reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health, as well as the general quality of life in the city.

As such it is the TMF's aim to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

Overview

We strongly support the proposal for the contra-flow bus lane on Anglesea St, as it will be an important element of the new and largely improved Cork City bus network.

Main points of our observations below are:

- Concern about future bus routing around City Hall
- Suggested alternative alignment of cycle path on Infirmary Rd (western side)
- Suggestion of toucan crossings to have continuous cycle paths throughout the junctions (criticism of 'shared surfaces')
- Suggestions regarding bus lane enforcement, turning ban at Copley Street and trees/green spaces.

Observations:

Bus lane and network

The new bus lane will be an important piece in the jigsaw to deliver BusConnects' New Bus Network, with bus routes from the South accessing City Hall and Parnell Place in a direct line. We welcome this public **transport infrastructure improvement as part of bus new network**.

At this stage, buses from the south will turn east into Old Station Rd, and north again into Eglington St to reach the stop outside the Millenium Hall (rear of City Hall).

Not directly related to the current bus lane project, but looking towards the further implementation of BusConnects, we would like to highlight the following:

The current plans in this consultation apparently maintain the option to lead **buses straight through Anglesea St** and on to Parnell Place at a later stage. Buses in both directions should eventually call at the front of city hall (in Anglesea St), not at its back (Eglington St).

While the BusConnects (BC) New Bus Network report (June 2022) is unclear about this, all plans for the BC Sustainable Transport Corridors suggest that buses in both directions will eventually run through Eglington St, which in our view is not the best option, as it will move access to the buses away from the front of City Hall, putting it to its back side. This would be counter-intuitive for passengers.

We firmly criticised this in our responses to the NTA at all stages of the public consultations on BC's Sustainable Transport Corridors.

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Cycle paths

The **northbound cycle path on Infirmary Rd** should be relocated behind the bus stop and the row of parked cars. This would avoid conflicts between cyclists and buses, as well as cars manoeuvring in and out of the perpendicular (!) car spaces here (with limited visibility) across the cycle lane. A protected cycle lane as described would also improve safe cycling access to St Kevin's National School right at the bus stop. It should also be considered changing the perpendicular parking (on a main road!) to angled herring-bone parking.

At present, the 2-way cycle path in Anglesea St changes to one-way paths on Infirmary Rd. In order to facilitate a higher-quality access for cyclists to St John's Central College, the cycle path on the **western side of Infirmary Rd should continue to be 2-way** for the short part between South Terrace and Sawmill St, to allow direct access into Sawmill St from Anglesea St, without the need to divert via South Terrace and Rutland St. The quite wide footpath there (outside the Medical Centre) suggests that space for this would be available.

Shared surfaces (pedestrians/cycling)

The 2-way cycle path in Anglesea St (and on to Parnell Pl) is one of the most comfortable and hence busiest in the city. Yet at **both junctions, Copley St and South Terrace**, cycle traffic will again have to mix with pedestrians to continue their journey through the junctions. We have often criticised this in previous schemes.

With the absence of any ground markings for cycling around these junctions/crossings, many pedestrians are unaware of cyclists in these shared areas. This leads to **severe, yet unnecessary conflicts** on a daily basis, caused by inadequate design.

Especially as the shared areas will be widened on the northern sides of both junctions, the cycle paths should continue without interruptions. The pedestrian crossings here should be **upgraded to Toucan crossings** with the cycle track clearly marked throughout the entire junction.

Raised Table junctions

We welcome the proposed addition of two raised table junctions at Anglesea Tce and Hibernian Rd.

At the junction with Hibernian Rd, **bicycle traffic in and out of Hibernian Rd** (to/from Rockboro Bridge) towards South Terrace should be considered. A yellow box or a retracted stop line for the left-hand side traffic lane on Anglesea St would be helpful to provide unobstructed access for cyclists into Hibernian Rd when the pedestrian/cycling signals are green at the crossing. Signage for cyclists how to navigate the junction towards South Terrace (East-West route) would be helpful.

Copley St right turn ban

We welcome, as in other places of the scheme, the narrowing of the carriageway at the junction. However, we are critical of the imposed right-turn ban from Copley Street into southbound Anglesea St. While we understand that the removal of the right-turn lane is intended to narrow the carriageway, and right turns, in absence of a filter lane, waiting for oncoming traffic to pass, will then block the straight-ahead traffic flow, the turning ban will make it difficult to leave the area to the south towards Southern Rd / Longford Row. Drivers will be forced to divert via Union Quay and (northern) Anglesea St, putting unnecessary motor traffic load onto quiet Union Quay or busy enough Anglesea St in front of City Hall.

A junction lay-out which allows for a waiting space inside the junction for right-turning cars should be considered and the pros and cons re-assessed.

Enforcement

Adequate measures must be taken to enforce the exclusive use of the bus lane by buses (and taxis?). As both today and in future, all traffic from the south (Douglas Rd, Summerhill South) heading towards the northern Quays / Kent Station, needs to take the rat run via South Terrace and narrow Cotters St, there will be a high level of temptation for general traffic to illegally use the bus lane in Anglesea St.

Trees / Green space

No information about trees is given in the drawings. While at present, there are ca. 7 trees along the proposed bus lane (between the footpath and the cycle path), we assume that these will remain untouched.

In addition, the **hatched marked areas** that frame the loading bays should be used for additional green to support inner urban biodiversity. If additional trees here should be difficult to place (branches against double decker buses), other forms of plantation should be considered, also as a means of sustainable urban drainage (see e.g. DMURS Advice Note 5 of 2023).

Hatched white markings on tarmac rather belong onto highways and should not be a feature of inner-city street design.

Trees on the eastern side of Anglesea St should be maintained, and proposed footpath buildouts (in transition to on-street car spaces) also be considered for additional trees.



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We would be obliged to further participate in the discourse and planning processes around this and other Active and Sustainable Travel improvement schemes as we feel that TMF can provide valuable input into the process. Please do not hesitate to contact us at any time at tmfcork@gmail.com.

Kind regards

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator

Note: *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

**) A full list of partners in the Transport and Mobility Forum can be found at*

<https://transportandmobilityforum.com/partners/>