



PUBLIC CONSULTATION

Killarney Cycle Lanes

Part VIII

Submission Document

FEBRUARY 2021

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1. Summary

The Kerry Cycling Campaign are very supportive of the proposed scheme to install significant segregated cycling infrastructure in Killarney. The ambitious scope is heartening to see and will help to enable people to choose to take their bicycle over their car for day-to-day journeys. We commend the engineering team for their vision in this regard.

Cycling is becoming increasingly recognised for the contribution it can make as a sustainable and healthy form of transport for work, education and leisure trips within and around towns and villages.

In the context of Kerry this project can serve as an exemplar to drive the installation of such infrastructure across all towns and villages in the county.

While we welcome the plan in general the Kerry Cycling Campaign have a number of constructive observations and recommendations we wish to make.

1.1 General

- A network plan is required for the whole of Killarney Town to ensure these disconnected cycle lanes are part of a wider network of cohesive routes - **we are willing to assist in the drawing up of such a plan**
- Despite the ambition visible in the scheme, overall road priority is still given to the motorist. This should be adjusted to align with the Design Manual for Urban Roads and Streets (DMURS) which clearly states that private vehicles are the lowest priority mode of transport
- Speed limits should be reduced to 30 km/h in advance of all junctions to enhance the actual and perceived safety of vulnerable road users (VRUs)
- Vehicle lane widths should be reduced or varied. As designed vehicle lanes are 3m+ in most cases. This encourages vehicles to travel at higher speeds thereby reducing the attractiveness of the cycling route as the perceived safety is lower. This disproportionately affects older people or children. We strongly suggest that variable reduced width vehicle lanes be utilised. On approach to all junctions the vehicle lane width should be reduced to 2.75 m in line with the Design Manual for Urban Roads and Streets guidance. Further specific lane width reduction is included below.
- Most junctions as designed need to be modified to reflect National Cycling Manual guidance and ensure efficiency and safety of people on bicycles. Specific detail on each junction is included below
- Signalled junctions should all include bicycle detection sensors to minimise disruption to bicycle traffic
- All crossing points should have the vehicle turning radii made as acute as feasible and maximum space allowed for the crossing point. Where a controlled crossing point is selected, the time allowed to cross should be sufficient to enable a very young or elderly person to cross without feeling pressured or intimidated by waiting vehicles
- Throughout the project, active travel specific signage should be used to detail the distance and average journey time for walking and cycling. This will serve to encourage people to choose these modes

- Non-standard bicycles and bicycles with trailers are becoming a popular choice for people. These types of bike are genuine car replacement vehicles, particularly in electrified configuration. Typically these bikes are larger and longer and this should be borne in mind throughout the design. They require a wider turning circle, wider track and more space to wait to ensure they do not obstruct the cycle lane while waiting to make a turn. The same can be said of tag-along-bike attachments for children. Age friendly tri-shaws should also be accommodated

2. Location specific input

2.1 Park Road

Junctions

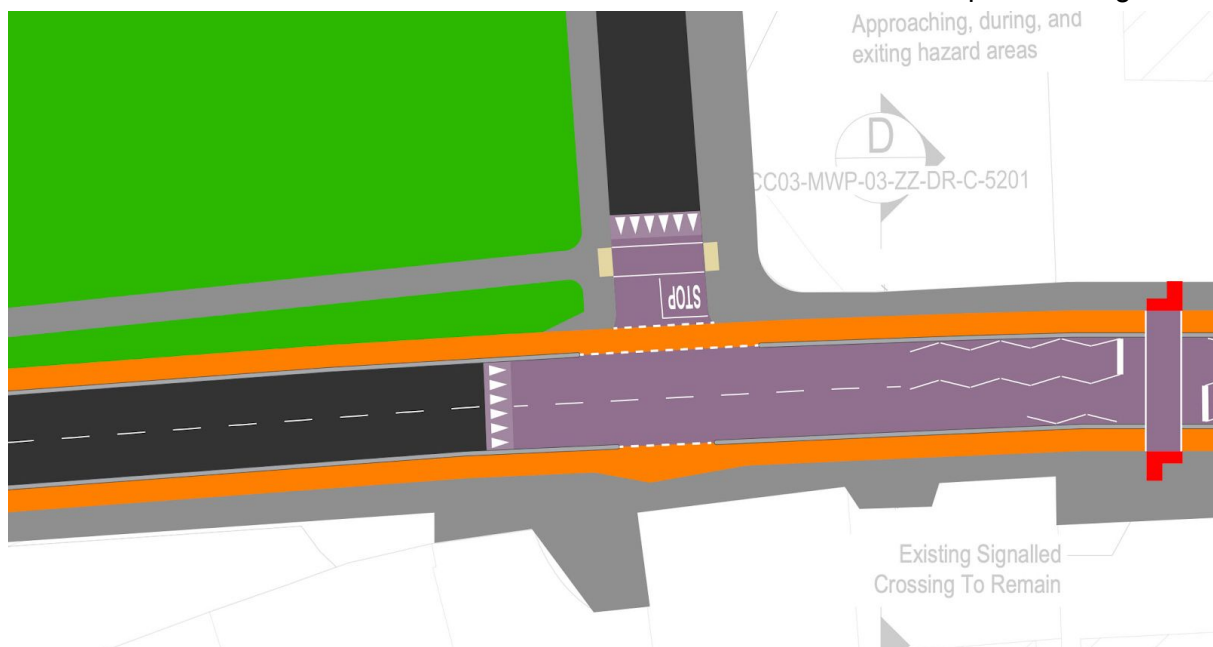
General

The design as proposed is in need of revision to ensure that the cycle route is efficient and easy to use. In the context of the many junctions and crossing points on the Park Road we propose alternative designs which would allow cyclists to continue on their journeys in a more efficient and safe manner.

The lack of a link from the Park Road to the Sports & Leisure Centre is a missed opportunity.

Belleville Grove Park

- We suggest that the footpath be relocated to the park and the cycle lane be installed alongside the road (the reverse of the current proposal)
- This would result in a far more efficient design for cyclists and little impact to pedestrians
- Our proposal also increases cyclist safety at the junction on the northern side
- Corner radii on the vehicle lanes should be acute to ensure lower speed turning



Park Road Roundabout (Daly's)

While outside the scope of the scheme, we suggest that the Park Road Roundabout be revised to make pedestrian and cyclist crossing possible. At present this is a hostile location for people and should be redesigned.

From the point where this scheme does begin on the Park Road, the proposed pedestrian crossing could be revised to ensure that vehicles are slowed down and crossing is easier and safer for people walking or on bikes. The existing shared path needs to be upgraded to ensure safe crossing at property entrances.

- Colour contrast tabletop design with acute corner radii should be employed



The pedestrian crossing on the Park Road immediately after the roundabout should be modified.

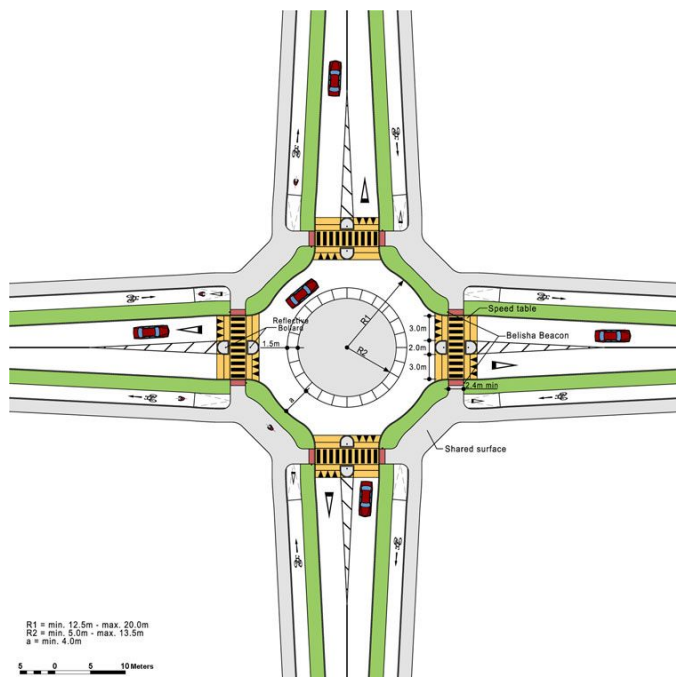
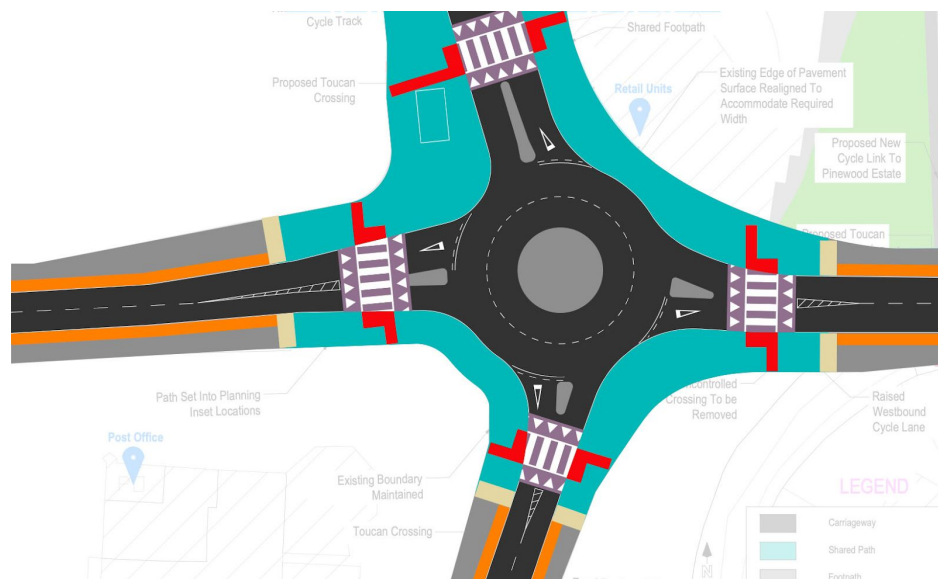
- Vehicle lanes on both sides should be significantly reduced. As designed now, the vehicle lanes on the roundabout side of the crossing point splay out and this will result in much higher, dangerous, speed of vehicles approaching the crossing. Minimise the width as much as possible
- Utilise the additional space to create a pedestrian/cyclist refuge in the middle of the lanes
- Widen the crossing to 6m minimum
- Utilise a tabletop design with a colour contrast finish



Countess Rd./Park Rd. Roundabout

The design as proposed will inconvenience people walking or cycling. We suggest a compromise design which would reduce vehicle speed and allow for more efficient travel by bike while maintaining vehicle capacity. We advise that an upgrade of this roundabout to a cyclops signalled junction be considered in future.

- Reduce vehicle approach lanes on all entry points to one lane
- Narrow vehicle lane widths to a minimum (less than 3m)
- Move pedestrian and cycle crossing points closer to the exits
- Increase the central island of the roundabout to slow traffic further and ensure vehicles cannot speed out of the exit
- Install a shared space around the entire roundabout (note, this is a compromise design - in future a fully segregated cycle lane should be employed as shown in the below photograph)
- Crossing points should be un-controlled zebra type and be at least 6m wide

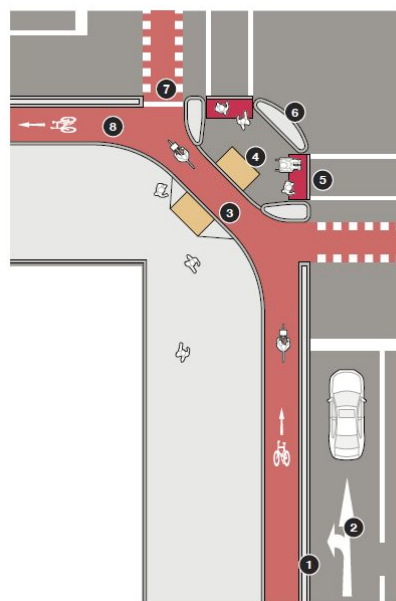


New Cinema / McDonalds

The proposed junction design is unsafe for young, elderly and novice cyclists. A more effective and safe design would be the Cycleops Junction as shown below. It is more efficient for pedestrians, cyclists and vehicles.

- Pedestrians and cyclists all move on one shared green phase, and vehicles in separate phases
- Vehicles should be held well back from the junction to ensure no encroachment onto the pedestrian and cycle crossing points
- Pedestrians use refuge islands to cross and are separated from cyclists at the crossing points
- The design has a higher vehicle capacity than the current Part VIII plan

CYCLOPS JUNCTION



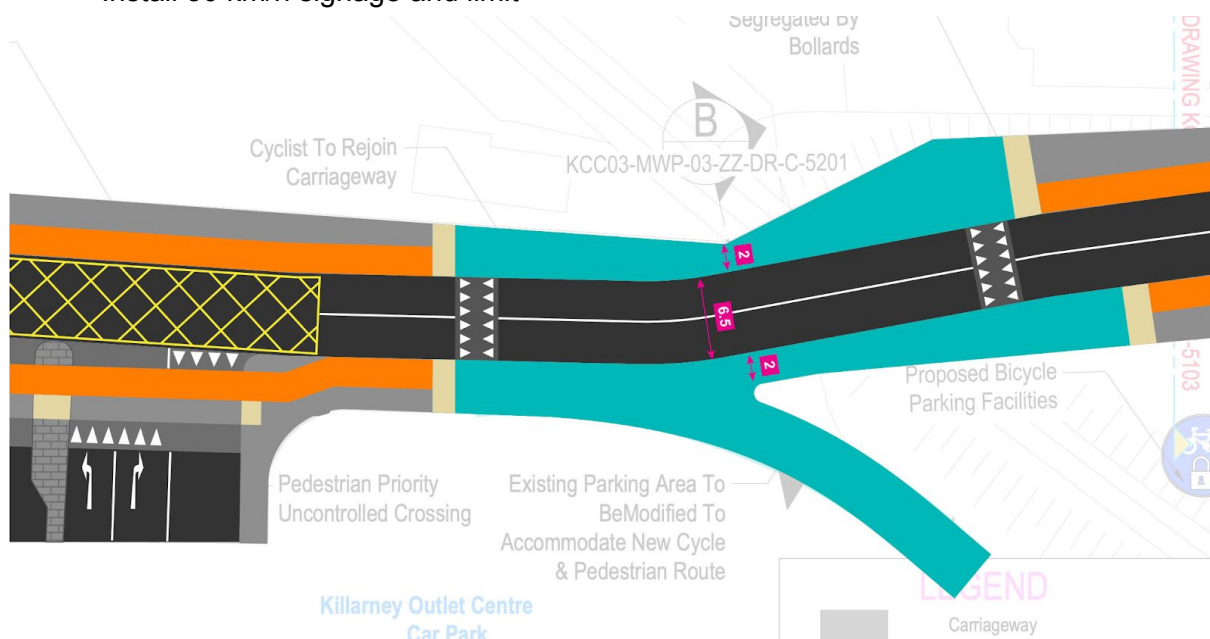
- 1 Raised kerb segregation
- 2 Left turning and straight ahead motor traffic lane
- 3 Pedestrian crossing point to pedestrian island
- 4 Pedestrian island
- 5 Controlled crossing across motor traffic lanes only
- 6 Protected corner island
- 7 Stop line for cyclists. Right-turns for cyclists can be made in a single phase
- 8 Left-turning cyclists never encounter signals



Railway Bridge

Understanding that this is a complicated pinch point, we suggest the following changes to ensure continuity in the scheme.

- Narrow the vehicle lanes on approach to the minimum permissible to make space for a new shared path. In our proposed design we have suggested a shared path on the southern side, but this may not be required as the underpass option which continues into the outlet centre car park may be more suitable and attractive. Space saved could be utilised on the northern side of the railway bridge shared path as proposed
- Install speed control ramps in advance of the bridge to slow vehicle traffic
- Install signage/stencilling advising of slow speed requirement for vehicles
- Install 30 km/h signage and limit



Outlet Centre / Bus Station

This junction is complicated due to the number of potential simultaneous vehicle movements. The objective here should be to move the cycle lane back from the vehicle turning points on the southern side while fully segregating the northern side. This junction should be considered for upgrade to a fully controlled crossing in future.

- On the northern side, continue the segregated path, but also install a cycle turning refuge area
- On the southern side, set the cycle way back from the road by one vehicle length to reduce the possibility of obstruction by a turning vehicle
- Ensure corner radii are acute

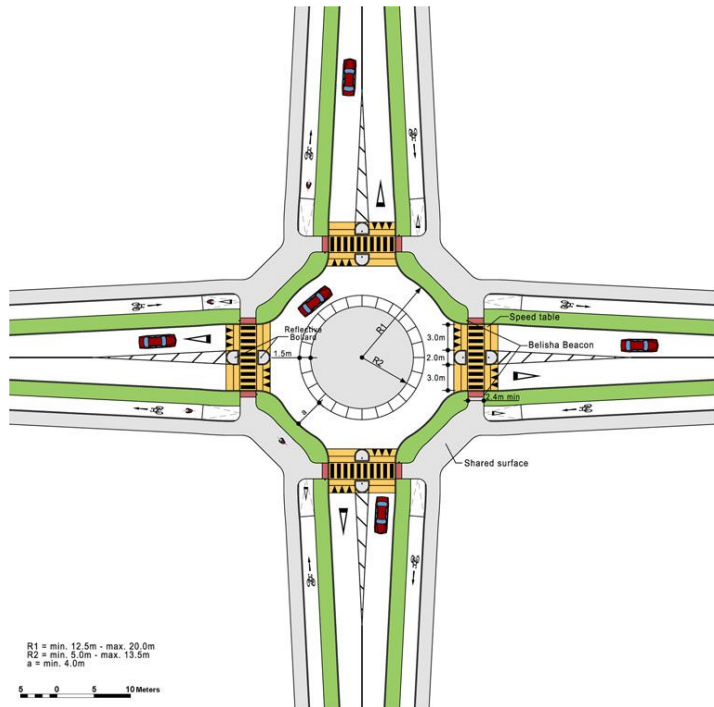


- Reduce car park exit from two vehicle lanes to one and utilise the reclaimed space to create a cycle access route to the outlet centre and bus station
- Where the cycle path crosses the outlet centre and bus station entrance/exits utilise a zebra crossing with colour contrast tabletop design of 4m in width

Franciscan Friary Roundabout

Acknowledging that this scheme does not attempt to address measures in the town centre, the roundabout at the Franciscan Friary should be tackled. In its current form it is extremely dangerous for cyclists and is impossible to cross efficiently as a pedestrian.

- Utilise the National Cycling Manual advised design
- Reduce vehicle lanes from two to one at all entrances to the roundabout
- The cycle lanes at this point will require significant protection from illegal parking - both at the entrance to the cycle lane and along the length. Illegal parking at this location is widespread and has not been addressed by parking wardens or the Gardaí



Cycle Lane Protection

Outlet Centre

Significant hard measures such as bollards or walls/planters will be required to ensure vehicles are not parked on the Park Road outside the Outlet Centre. This is already a problem and should be tackled as part of this project.



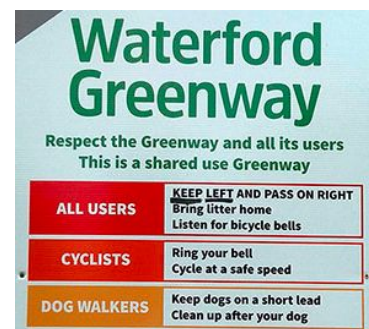
Vehicle Lanes & Speed Limits

- Along the Park Road the vehicle lane widths should be reduced to between 2.75 and 3.00 meters maximum
- On approach to all junctions, crossing points or locations where vehicles and people may interact, speed limits should be reduced to 30 km/h which should be stencilled and signed
- Use of electronic speed information signage indicating vehicle speed should be installed along the length of the Park Road

Shared Paths

Where shared paths are required or utilised they should be as wide as possible. When needed, space should be reclaimed from vehicle lanes.

Signage should indicate that slower moving pedestrian or bicycle traffic should keep left where possible. See advisory signage utilised on the Waterford Greenway.



Efficiency & Attractiveness

- Throughout the scheme public lighting should be installed to ensure that the cycleways are lit at night. Use of energy efficient lighting of a type which reduces impact to nocturnal wildlife and light pollution should be selected.
- Signage indicating distance and estimated travel time by bicycle should be installed to inform people of the efficient and short journey times



2.2 Ross Road

Junctions

Minor Roads/Streets

We suggest the narrowing of all minor roads exits onto the Rock Road. This will ensure drivers turning across the cycle path will have additional time to make eye contact with cyclists.

Cleeny Roundabout

While outside the scope of this scheme, the roundabout itself needs to be noted as a dangerous location where cyclists, pedestrians and motorists interact. The residential areas north of the roundabout are completely disconnected from the town - which is a broader planning issue.

The proposed design does not include any upgrade to the uncontrolled crossing:

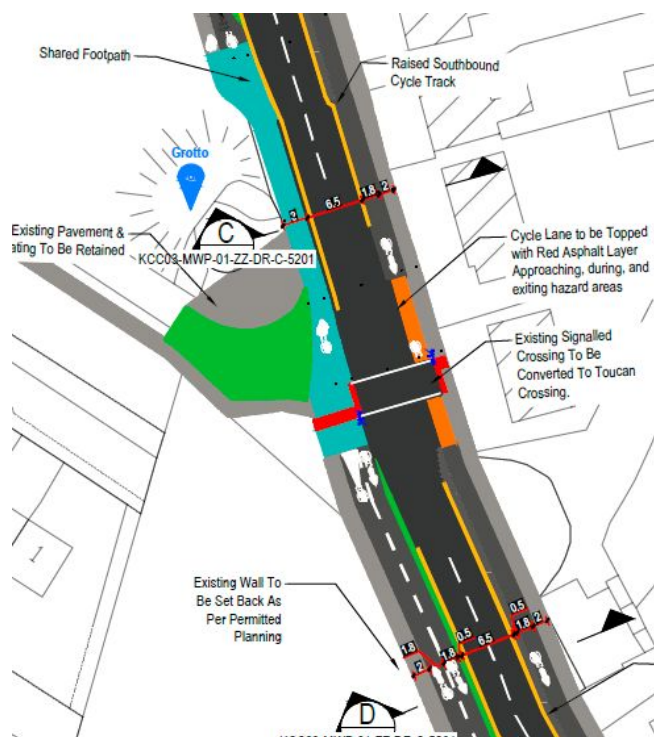
- Widen the crossing point to 8 meters
- Utilise a colour contrast tabletop crossing design
- Narrow the entrance and exit vehicle lanes to a minimum (3.0m) to slow traffic
- Remove one vehicle turning lane from the northbound vehicle lane
- Utilise high visibility segregation measures to prevent vehicles from illegally obstructing the cycle lanes

The Grotto

The inbound cycle lane appears to end immediately following the Grotto. We suggest the lane be continued further and space be obtained by narrowing the shared path on the western side as well as vehicle lane width reduction. This is suggested in light of the large number of school children who may use this route.

Should this not be possible, a large tabletop design should be employed to enable cyclists to cross to the shared path safely.

- Widen crossing to 10m
- Decrease vehicle lane width to 2.75 m per lane
- Utilise hard segregation measures to ensure cycle lane is protected

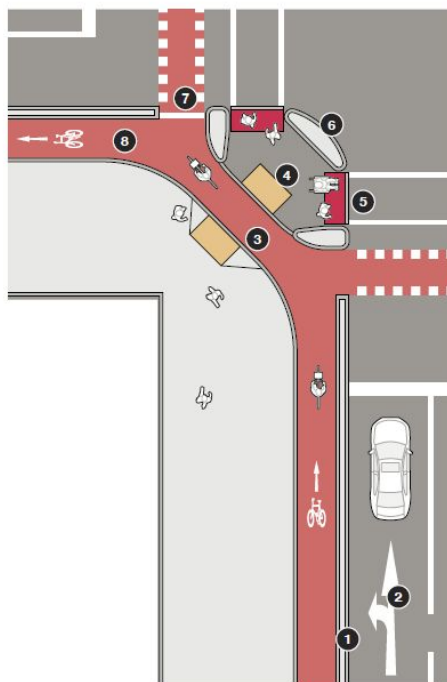


Rock Road / High Street Controlled Junction

We propose that the junction be revised as a cyclops junction. This would be more appropriate, safer and more efficient for all road users due to the very busy nature of the junction. The liberal use of shared space in the present design will result in unnecessary conflict between people walking and those on bicycles. Additionally, the parking spaces on the south-western side of the junction should be made parallel.

While outside of the scope of this project, we suggest a contra-flow cycle lane be installed along the entire length of High Street.

CYCLOPS JUNCTION



- 1 Raised kerb segregation
- 2 Left turning and straight ahead motor traffic lane
- 3 Pedestrian crossing point to pedestrian island
- 4 Pedestrian island
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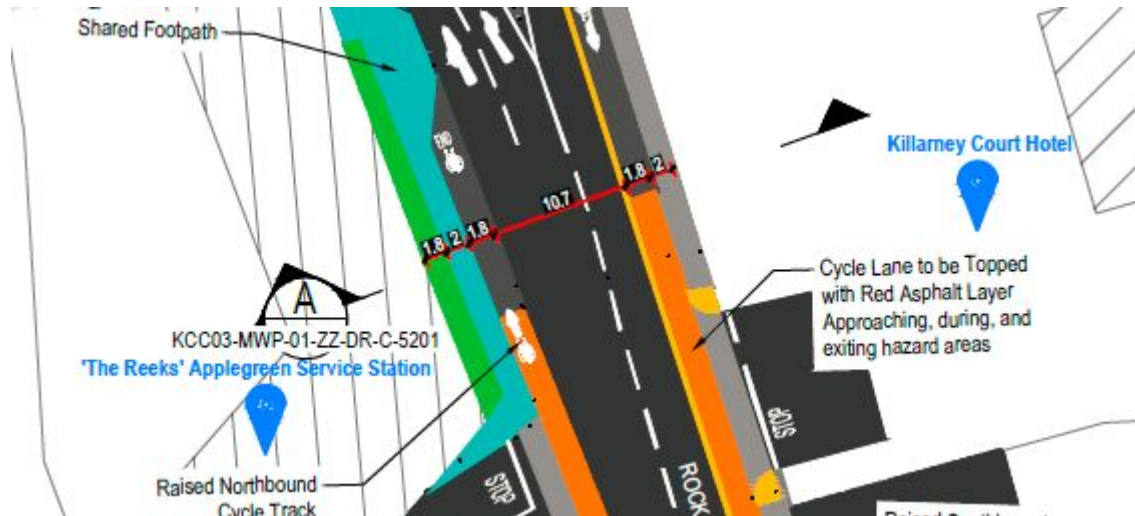


Vehicle Lanes

This part of the scheme utilises very wide vehicle lanes. We suggest that the vehicle lanes be significantly reduced across the board, but particularly on approach/leaving the grotto. At present the vehicle lanes are a combined 7.2 metres when in fact they should be reduced to less than 6 metres, and down to 5.5 just before the grotto. The additional space should be used to build segregation measures such as planting and low walls as appropriate on the eastern side of the road.



On approach to the Cleeny roundabout the vehicle lanes are a combined 10.7 metres. This width encourages speed and is unsafe in the context of the uncontrolled crossing.



Shared Paths

Grotto to Town Centre

It appears that the intention from the grotto to the town centre is for cyclists to use the shared path on the western side. This shared path is too narrow and will discourage cyclists. The Kerry Cycling Campaign made a submission in regard to this shared path project previously where we pointed out the issues with the shared path.

We suggest that this part of the project be reconsidered. A segregated cycle lane on either side of the road is possible by reducing the shared path width. This may be possible as part of a future scheme.

Efficiency & Attractiveness

We wish to complement Kerry County Council on the proposed planting and segregation measures employed along the Rock Road on the western side. The same measures should be added to the eastern side.

The image contains two architectural diagrams and four photographs illustrating landscaping and road layout proposals.

Diagram 1: Landscape Section A-B through Upper Lough Road
 Scale: 1:100 @ A1
 Annotations:
 - Existing roadway will be re-established to create a wider, safer, more pedestrian friendly entrance to Proposed Stadium.
 - New trees in order to be installed between cycle and pedestrian paths.
 - Create a cordoned band of varying widths as a zone for planting trees, bushes, products of planting and lights. Smooth sections across the cordoned band allow for wheelchair users crossing every 10m or so.
 - New wall and railing to Stadium.
 Roadway sections: FOOTPATH (6000), CYCLE LANE (1000), CARRIAGEWAY (6000), FOOTPATH (3000).

Diagram 2: Landscape Section B-B through Upper Lough Road
 Scale: 1:100 @ A1
 Annotations:
 - Existing roadway will be re-established to create a wider, safer, more pedestrian friendly entrance to Proposed Stadium.
 - New trees in order to be installed between cycle and pedestrian paths.
 - Create a cordoned band of varying widths as a zone for planting trees, bushes, products of planting and lights. Smooth sections across the cordoned band allow for wheelchair users crossing every 10m or so.
 - New wall and railing to Stadium.
 Roadway sections: FOOTPATH (3000), CYCLE LANE (3000), CARRIAGEWAY (6000), FOOTPATH (1000).

Photographs:
 - Top right: "Sample image illustrating potential for attractive planting" showing a road with trees and a path.
 - Middle right: "Sample image illustrating potential for seating and planting within the footpath" showing a path with a bench and trees.
 - Bottom left: "Sample image illustrating trees within grass verge" showing a road with a grass verge and trees.
 - Bottom right: "Sample image illustrating trees within grass verge" showing a road with a grass verge and trees.

isa rutgers architecture

2.3 Upper Lewis Road

Two-Way Cycle Track

We wish to commend the council on the brave decision to request the stadium wall to be set-back to allow space for the cycle track. We propose that the use of a fully segregated cycle track be looked at on both sides of the road instead of the proposed two-way design. Understanding that the purchase of residential gardens could delay this project, the two-way design may be more effective as an initial measure.

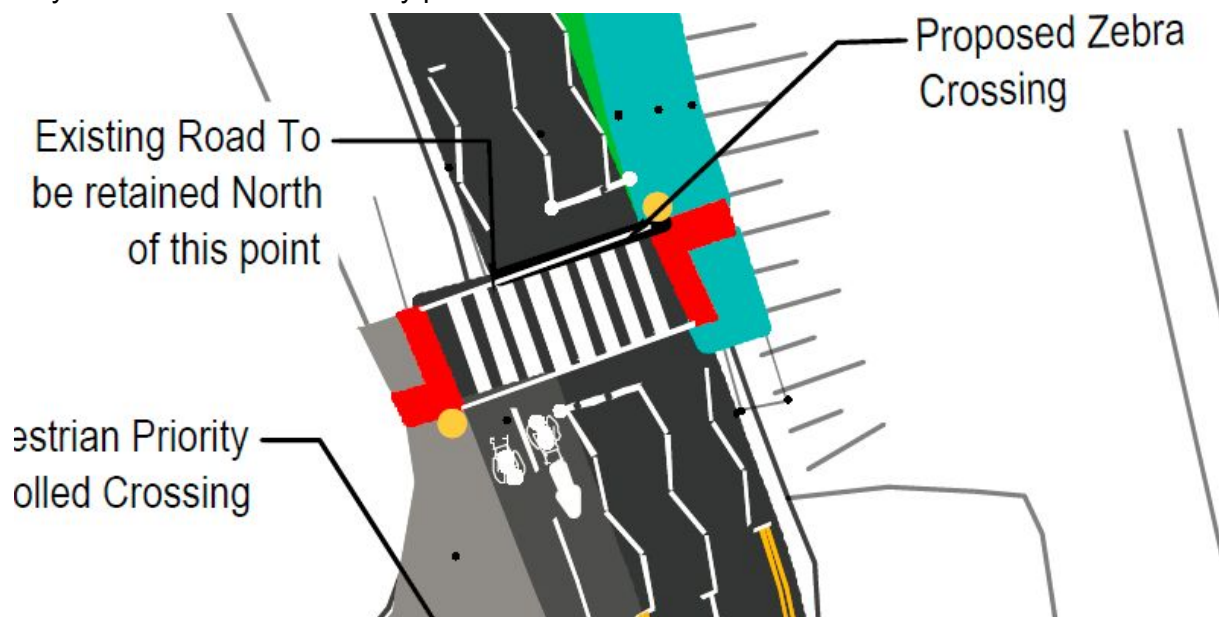
Whichever design is deemed more appropriate, significant hard measures are needed to adequately protect the cycle lanes from match day traffic. All sections of the route should be physically segregated and all entry and exit points similarly protected. It would be very unfortunate to install these wonderful cycle tracks only to have them rendered useless to people wishing to cycle to a match.

Junctions

New Zebra Crossing

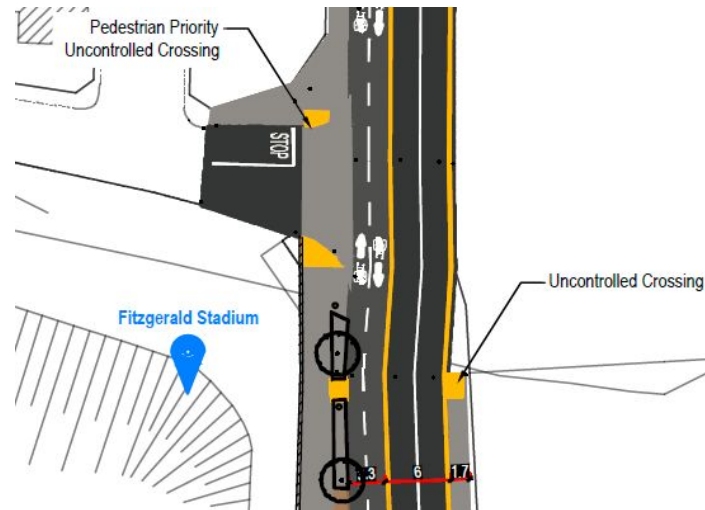
The crossing should be made much wider (10-15 m) and the vehicle lanes approaching it should be narrowed as much as possible. Specifically from the bypass side the vehicle lane should be reduced from 7.5 to 6 meters.

Signage should be erected to inform inbound cyclists of the two way cycle track to ensure they do not overshoot the entry point.

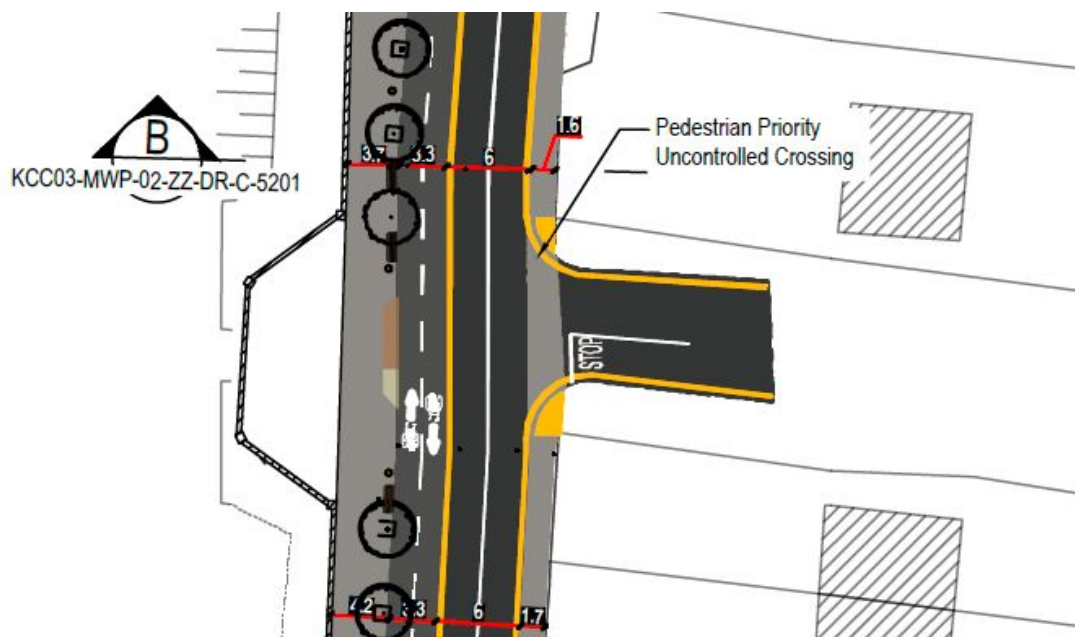


Fitzgerald Stadium

The uncontrolled crossing where the footpath ends should be upgraded to a zebra crossing.

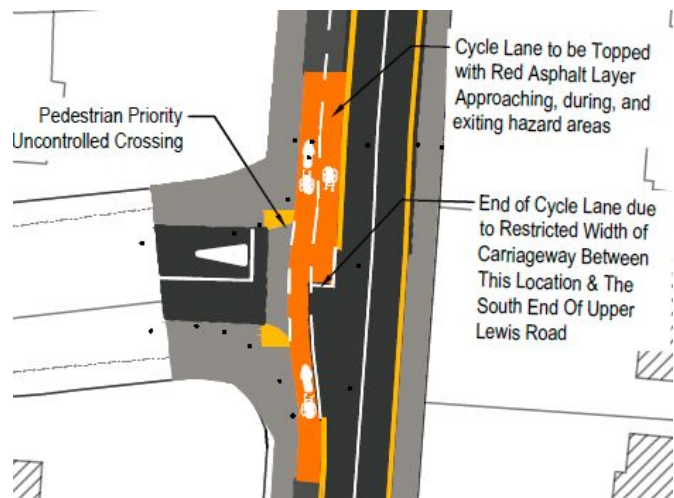


Outside the entrance to the stadium, there appears to be no way for a cyclist to leave the cycle track and cross the road. We suggest crossing be employed here to enable future connectivity to the pitch and putt club and residences in upper Deer Park as part of a future scheme.



Dalton's Avenue

As designed, the two-way cycle track ends in the middle of the junction at Dalton's Avenue. This presents a significant point of conflict between motorists and cyclists. We suggest an alternative design be sought to enable cyclists to transition to the inbound vehicle lane. A controlled crossing point may be desirable. This is one of the key reasons two-way cycle tracks are not recommended in an urban context and again we suggest that a one-way cycle track on each side of the road be employed.



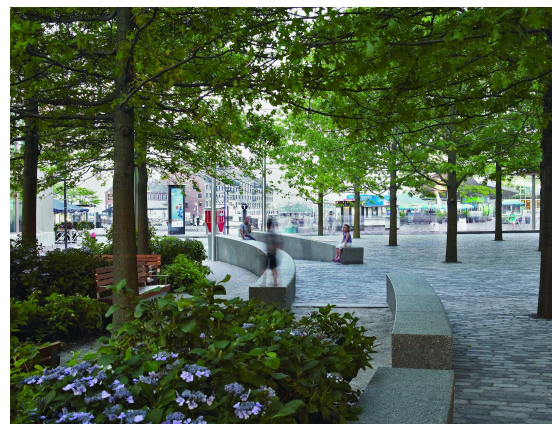
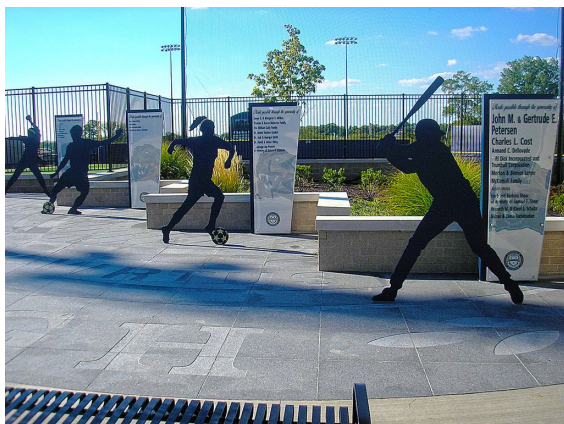
Additionally, due to the issues connecting the cycle track to the town centre from this point forward, we suggest a future review of the overall network plan should include the use of the residential areas to the west of the Upper Lewis Road from Dalton's Avenue to the town centre as a cycle route be investigated (via the Library car park).

Vehicle Lanes

The Upper Lewis Road is constrained by its existing width. We suggest that at all crossing points the vehicle lanes be reduced to 2.75m each to slow traffic and enhance the safety of the crossing.

Efficiency, Attractiveness and Parking

- The efficiency of this part of the project hinges on two areas:
 - a. Protection from illegal parking, particularly on match days, with hard measures
 - b. Transition points for the two-way design back onto the roadway
- The entrance to Fitzgerald Stadium has the potential for a pedestrian plaza. With appropriate planting, public lighting, seating and bicycle parking this could be a very attractive place to enjoy



3. Conclusion

This scheme is very welcome and demonstrates the ambition of the Killarney Municipal District to enable cycling as a real alternative to other modes of transport. This will help to reduce air pollution, noise pollution and address the significant issue of vehicle congestion in the town.

As noted above, we have significant concerns at junctions and where the segregated routes merge with vehicle traffic lanes and have provided some positive, constructive, suggestions to improve the scheme.

What is key is to ensure all aspects of the scheme are constructed in a manner to enable the least able and least experienced people to get out on their bikes. Whether travelling to school, the shops or to the cinema each part of the scheme should be attractive, efficient, safe, connected and cohesive.

We commend the Council for undertaking this ambitious project and look forward to enjoying it with our friends and family upon its completion.

4. About the Kerry Cycling Campaign

The Kerry Cycling Campaign was established in 2014. The aim of the campaign is To ensure Kerry's cyclists have a strong voice, in order to make Kerry a better cycling environment for sustainable transport, recreation and tourism.

The main objectives of the campaign are as follows:

- Highlight opportunities for improving and promoting cycling as an enjoyable, healthy and sustainable mode of transport for all.
- Provide proactive input to Local Authority infrastructure projects highlighting best practice from a cyclist point of view.
- Campaign for cycling related tourism and recreational projects in Kerry.
- Liaise with and support state agencies, as well as commercial and voluntary organisation in the promotion of cycling initiatives.
- Provide a platform for cyclists in Kerry.
- Coordinate with other national and regional campaign groups in order to have issues which affect Kerry cyclists addressed at a national level.

Kerry Cycling Campaign is affiliated with Cyclist.ie – The Irish Cycling Advocacy Network

Contact for this submission

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