



Uimhir Thagarta Uathúil: CRK-C155-DEV21-85

Stádas: Submitted

Aighneacht: Champion on being a cycling city

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Comhairliúchán:

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Glen River Park and the Beara Gougane Barra Cycle Route

Caibidil: Volume 1 - Written Statement» 6. Green and Blue Infrastructure, Open Space and ...

Ábhair: Green and Blue
Infrastructure

Glen River Park

The relentless traffic of St Lukes can be escaped from by entering the haven that is the Glen River Park. That it should be kept a haven for people, plants and animals alike is essential. Any 'improvement' should not need to mean the development of physical infrastructure (it might come instead, in the establishment of an ecology officer or community park worker or the like). Developing an 'improved' walk and cycle way is not necessary- the paths are well as they are and are already used by walkers and cyclists. There is an unhealthy culture in Cork City of building cycle routes where they already exist (e.g. The Marina) and, in the process, causing huge harm to biodiversity in the area as well as wasting money and time that could be put into ensuring our main roads are welcoming to cyclists (and unwelcoming to cars). In the case of the proposed changes to the the Glen River Park, I suggest that efforts be made to make the main roads through St Lukes, the Glen and the Ballyhooley area cycle friendly.

Beara Gougane Barra Cycle Route

Iniscarra road is part of the Beara Gougane Barra Cycle Route. The only way that someone might know this is if they take note of the tiny signs along Iniscarra road that state as such. A car driver, facilitated to drive at 80-100km, will not notice these signs. The Lee to Sea project is an excellent idea. It must be extended though to recognise the cycle route that is already there. Currently the Beara Gougane Barra Cycle Route (esp the part along Iniscarra road) is a terrifying route to cycle. It will remain as such as long as car drivers believe that the road is solely theirs. Cork City Development plan must make the Gougane Barra Cycle Route more accessible to bike users and less accessible to drivers; reduced speed limits, clearly marked cycle way signs and an expansion of the Lee to Sea project to acknowledge the cycle route that is already there, would improve this accessibility.

Eochairfhocail: cycle routes, green and blue transport, mobility, infrastructure, Biodiversity

Documents Attached: Níl