



Uimhir Thagarta Uathúil: CRK-C155-DEV21-197

Stádas: Submitted

Aighneacht: The future of Cork City

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Comhairliúchán:

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Delivering a robust cycle network

Caibidil: Volume 1 - Written Statement» 4. Transport and
Mobility

Ábhair: Cycle
network

Cork is overall a relatively small, easy city to cycle around in terms of distances.

However, the lack of cycling infrastructure, particularly on the Northside of the city and other areas, especially the suburbs, makes cycling an unattractive and unsafe option for many, creating congestion as people have no choice but to drive (due to poor, unreliable or even non-existent public transport alternatives)

The City Development Plan promises a range of new cycleways, which are of course welcome, however these need to be delivered in a reasonably quick timeframe in order to alleviate congestion on our roads and provide the residents of our growing city a solid, safe alternative to the private car.

Cork City Council over the past year have delivered numerous pieces of cycling infrastructure which has been wonderful, but this is only a small piece of an overall larger puzzle which needs a joined-up, connected cycling network connecting all areas of the city and suburbs safely and efficiently, providing clear priority to the movement of pedestrians and cyclists over the private car. (for example, the new South Mall cycleway continues to prioritise the movement of private vehicles, providing long wait times for cyclists and pedestrians, and giving cyclists approx. 4-5 *seconds* to cross a busy junction when the lights finally go green - this is totally unacceptable in a modern city which should be prioritising sustainable modes of transport over other unsustainable modes such as the private car)

Enforcement with regards to illegal parking and blocking of cycling infrastructure should also be taken much more seriously. The sheer amount of illegal parking across even brand new cycling infrastructure is ridiculous and places vulnerable road users in danger as a result. High quality kerbing, planters should be looked at going forward to protect cycling infrastructure and ensure illegal parking is kept to a minimum across these cycleways.

A high quality, bi-directional cycleway between City Centre and Blackpool, City Centre and Douglas, and Douglas - Rochestown (via Rochestown Road) should all be provided ASAP as these routes are frequently used by those on bikes, but many more would be encouraged to cycle with safe infrastructure in place. It has the potential to remove thousands of cars from our roads, especially at peak commuting times.

Documents Attached: Níl