

Uimhir Thagarta Uathúil: LCC-C158-P8SCR-230

Údar: Robert Drohan

Stádas: Submitted

Aighneacht: Design, Construction and Maintenance.

Comhairliúchán:

Part 8 - South Circular Road to City Centre Active Travel Scheme

Design standards

Caibidil: Chapter 2 - Planning Report and Drawings

Chapter 2 states that design is in accordance with "current best design guidance including the Design Manual for Urban Roads and Streets and the National Cycle Manual"

These documents are inadequate and lack detail in some areas. The Scottish Cycle design manual: Cycling by Design Update 2021 (transport.gov.scot) is superior.

In that document, section 3.4 Geometric design requirements, there are design speed definitions for cycle tracks. For example, commuter links are specified such that a cyclist should be able to proceed at 30 km/h on them.

The Irish Design Manual for Urban Roads and Streets seems to understand design speed as something that applies only to motor vehicles on the road. As a consequence, there are poorly designed cycle tracks in Limerick that have inappropriate sharp curves and are much too narrow, in some cases barely the width of the handlebar of a mountain bike.

It does not specify that the transition from road to raised cycle track must be via a flush kerb. There is at least one existing dangerous non- flush entrance to a cycle track in Limerick that cyclists must approach at an oblique angle from the road, where I have had the bike slide when the surface was wet and narrowly avoided a crash.

Existing provisions for maintenance in the National Cycle Manual do not seem to be enforced, such as "Cutting back overgrowth twice a year". The R926 cycle track has been allowed to become completely overgrown at times. Despite this, the new cycle scheme plan calls for planting trees and hedges along the route. The results of this are entirely predictable.

A video I made ten years ago highlights some of these issues, most of them have not been fixed yet.

Cycling in Limerick - YouTube

There is possibly a view that cycle tracks are only for the use of small children travelling at walking speed, accompanied by their parents, so they don't need to be made to a high standard. I hope that this view will not prevail in the new cycle scheme.

Main opinion:

As a regular cyclist, I would rather have a wider road space than a poorly designed, constructed and maintained cycle track.

Main requests:

Design to proper standards.

Main reasons:

Need to get where I am going quickly and efficiently.

Documents Attached: Níl