

Submission on  
Proposed  
Tralee Transport Strategy

Transition Kerry - Transport Working Group  
November 2012



**TRANSITION KERRY**

Building a resilient  
community and economy

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## **PUBLIC CONSULTATION - TRALEE TRANSPORT STRATEGY**

### **OBSERVATIONS & RECOMMENDATIONS IN RELATION TO SUSTAINABLE TRANSPORT & CYCLING**

Transition Kerry welcomes the overall aim of the strategy which is to improve the transport network within Tralee and provide a basis for sustainable future development. It is noted that the document makes numerous references to the following:

- The importance of sustainable transport initiatives.
- The necessity for a modal shift away from cars to cycling & walking.
- The great potential for improving the cycling environment in Tralee.
- The current inadequate infrastructure for cyclists.

Tralee has a large number of utility cyclists; census results suggest that it is much higher than the national average, despite the current lack of infrastructure. Events such as the Kerry Bike Festival have been very well supported and feedback suggests that there is a large desire for people to be able to cycle as part of their daily commute and also to have their children do so. A lack of cycling infrastructure is regularly cited as a significant factor by those who are reluctant to engage in regular utility cycling.

Transition Kerry believe that if the correct strategy is put in place & implemented, there is great potential for the development of utility & recreational cycling in Tralee. This must include physical infrastructure and also education / promotion. A key aspect of delivering the cycling related strategy is the provision of Local Authority Cycling Officer at an appropriate senior level.

Careful consideration has been given to the proposed Tralee Transport Strategy as it will be central to the achievement of a strong cycling culture in Tralee. The Transport Group of Transition Kerry have met to discuss the proposals and a public meeting was held on Wednesday to get feedback from the general public.

In general, the following key recommendations are welcomed.

- Junction improvements (pedestrian crossings & Advanced Stop Lines),
- Limiting speeds in the town centre
- An inner orbital route,
- Limiting HGVs within the inner orbital route
- Short term town centre public parking
- Part-time pedestrianisation of the Mall,
- Shared space in Russell St., Bridge St., New Road & the Island of Geese
- The development of a Local Authority School Travel Advisor.

All of these measures in conjunction with the reduction in traffic volumes due the opening of the Eastern Bypass will improve the environment for walking and cycling. However, the detailed proposals in relation to cycling are very disappointing. There is very little evidence throughout the strategy that cycling has been given priority consistent with the many statements of good intent. Specific observations & recommendations are made in relation to cycling infrastructure, cycling network, schools transport strategy and junctions.

## **Proposed Cycle Infrastructure Improvements**

It is stated that the 'cycling network strategy for Tralee is an integral part of the overall Tralee Transport Strategy'. A 'Full Cycle Network' is proposed however this term is not justified. There are numerous missing links, the terms & symbols used are ambiguous and in general, it lacks coherence. There is no evidence in the document that the recommendations for planning a network as outlined in the National Cycling Manual were used. The section relating to cycling infrastructure is generic and accounts for only 3 pages in the entire strategy.

Proposals are outlined in section 6.7 of the document and consist of paragraphs in relation to:

- Advanced stop lines
- Cycle lanes
- Removal of roundabouts
- Cycle parking facilities (Proposed Cycle Parking Locations are shown in Figure 7.7)
- Full cycle network (which is included as Figure 6.2)

Section 6.7 is generic, brief and inadequate. It is reasonable to expect that if indeed it is an integral part of the overall transportation strategy then due consideration would have been given to the recommendations for planning a network which are outlined in many technical standards & manuals. No reference is made to:

- The Quality of Service ratings of the existing network or proposed Quality of Service improvements.
- Checks for directness, safety and coherence on the proposed network.
- The proposed hierarchy level within the network taking into account predicted trip demand and targeted mode shifts.
- The National Cycling Network which passes through the town from North to South.
- The terminology or symbols used on Figure 6.2 Proposed Future Cycle Network in Tralee.
- The provision of Local Authority Cycling Officer at an appropriate senior level to oversee the delivery of the cycling related strategy.

<b>Recommendations:</b>	
1	A proposal should be made for the appointment of a Local Authority Cycling Officer at an appropriate senior level to oversee the delivery of the cycling related strategy.
2	Consideration should be given to extending the 30 km/h zone to include all roads within the 7.5t HGV Ban area as shown in Figure 9.3. Limiting speeds to 30 km/h is of great benefit for both cyclists and pedestrians.
3	A target should be included to have a cycle parking equivalent to 20% of car parking spaces.
4	Public cycle parking locations are shown in Figure 7.7 In general; cycle parking facilities are most effective in small groups located close to destinations, ideally at a maximum of 50m centres. The following additional locations are recommended: <ul style="list-style-type: none"> <li>• Lower Castle Street</li> <li>• Ashe Street (Courthouse Lane)</li> <li>• Market Place Car Park</li> <li>• Abbey Street Car Park</li> <li>• Garveys Car Park</li> <li>• Rock Street (Garveys)</li> <li>• Abbey Street Car Park</li> <li>• Brandon Car Park</li> <li>• Boherbee</li> <li>• The Square</li> </ul>

## Proposed Future Cycle Network in Tralee

A proposed network is shown in Figure 6.2. This map is unsatisfactory for the following reasons:

- The terms CYCLE PRIORITY and CYCLE FRIENDLY are used to describe link types without any explanation. There are not recognised terms in current technical standards & manuals. Clarification was sought from Kerry County Council – Roads Dept. regarding the use of this terminology and the response was as follows:

CYCLE PRIORITY Integrated with marked cycle lanes or Segregated cycle track or cycleway	CYCLE FRIENDLY Integrated mixed i.e. the cyclist is directly in front or behind vehicles.
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- It is noted that the use of INTEGRATED / MIXED ('Cycle Friendly') link types in a cycle network is normally limited to locations where there are low traffic volumes and speeds. The traffic flows recorded in the proposed Transportation Strategy strongly suggest that at many locations the use of INTEGRATED / MIXED would be not be appropriate, e.g. on the N70 at Ballymullen or the N21 at Clash.
- The extent of the map is unnecessarily restricted and does not show the northern sector of the town. The Institute of Technology, Killeen Road (with Gael Scoile), Bracker O'Regan cycleway and Mounthawk (largest school in Kerry) are not included. In addition, the legend on the map obscures the junction between Clash Road and Racecourse Road.
- The COLOURED LINES used to indicate the cycle network on the drawing are ambiguous. Clarification was sought from Kerry County Council – Roads Dept. regarding the use of this terminology. The response was that in general, a single solid line indicates single cycle lane. When viewed with this in mind the proposed network is ambiguous as it is unclear which side of a road will have a cycle lane and what is intended for the other side of the road.
- There are a considerable number of omissions on the network. These are addressed in the recommendations which follow.
- Considerable additional work is required before this

<b>Recommendations in relation to the Proposed Cycle Network</b>	
5	The proposed strategy states that cycling is an integral part of the strategy to encourage a modal shift away from the car. The current proposal for cycling infrastructure does not reflect this priority in terms of proposed Quality of Service (QOS) improvements for cyclists. A comprehensive re-examination of the proposed cycling network should be completed in accordance with section 3.4 of the National Cycle Manual <sup>1</sup> . In particular, the lack of coherence and directness in the proposed network should be addressed. It is essential that this is carried out from the perspective of cyclists travelling on the network in BOTH DIRECTIONS. Additional links & recommendations should be proposed to address omissions.
6	The extent of the proposed future cycle network map (Figure 6.2) should be extended to the North and East to include the IT Tralee North Campus, Bracker O'Regan Road, Mounthawk school and the cycleway on the Eastern Bypass currently under construction.
7	The legend on the proposed future cycle network (Figure 6.2) should be modified to clearly & unambiguously describe the proposed cycling infrastructure. Standard Link types are described in section 4.3 of the National Cycle Manual <sup>1</sup> . Where segregated link types are proposed (e.g. cycle lanes) the line types should indicate if the proposed links are in one direction only or two-way. The legend should be located on the map so that it does not obscure aspects of the cycle network. In its current position it obscures the junction between Racecourse Road and Clash Road.
8	A route for the National Cycle Network should be identified and shown on the proposed future cycle network. An indicative North-South route is shown on the National Cycle Network Scoping Document <sup>2</sup> . A suggested route enters Tralee from the north along the disused railway line from Mounthawk to Rock St., Rock Street to the railway station along the disused railway line, through the town centre to the Aquadome where it join the existing River Lee walkway/cycle track. An extension of the River Lee cycleway to the south-west could link with the Killarney Road / Ballyseedy.
9	It is understood that the Proposed Strategy is not a detailed design document however; links in the network should only be proposed if they are feasible. Simple feasibility checks should be carried out on all proposed links. Substandard cycle lanes (e.g. insufficient widths) should not be proposed, alternative solutions should be developed. 'Cycle Friendly' routes (i.e. Mixed or Integrated, refer to Guidance Graph 1.7.4 of the National Cycle Manual <sup>1</sup> ), are not generally appropriate on National Primary roads and their use on the N70 & N22 should be checked.
10	The following omissions should be considered for inclusion in the proposed cycle network: <ol style="list-style-type: none"> <li>1. Rock Street to Listowel Road along the disused railway line.</li> </ol>

(Cycleway)

2. Brewery Road to Ashe Street adjacent to the Big River. Note part of this is existing and would link with proposal 1 above. (Cycleway)
3. Ashe Street. (30 km/h, Mixed/Shared Street)
4. Edward Street. Consider making this street one way, 30 km/h and include cycle lanes in both directions.
5. Pembroke Street. (30 km/h, Mixed/Shared Street)
6. Dean's Lane. This is an essential link for a significant school cluster. (30 km/h, Mixed/Shared Street, cycle lanes at north end.)
7. Stephen's Terrace. The current proposal is to make this one way (north to south) therefore cyclists travelling into the town centre on the N70 must navigate the large roundabout at the end of Dan Spring Road lengthening the route taken. This is a disimprovement for cyclists. A contraflow cycle lane for cyclists (south to north) should be provided with cyclists only allowed to enter from the south. Provision for cyclists should be made in the ghost island on the N70 and also at the mini-roundabout at Garryruth Road.
8. Garryruth / Ballymullen roundabout to Dan Spring Road roundabout. (cycle lanes at both sides)
9. Dan Spring Road roundabout to existing River Lee cycleway. (cycle lanes both sides)
10. River Lee cycleway (Ballyard Road end) to Blennerville via Kearney's Road. (cycleway, route adjacent to railway line)
11. The Basin to Blennerville bridge via north bank of canal. (Existing cycle trail)
12. Strand Road / High Street Roundabout to Dingle Road / Basin View. (Mixed/ Shared)
13. Caherina Cross to Greenview Terrace via James Street. (Mixed / Shared)
14. Ratass Roundabout (N21) to Eastern Bypass cycleway to Ballyseedy Wood.
15. Links from Oakpark Road to Institute of Technology Tralee Dromtacker. (Outside extent of Proposed Future Cycle Network Figure 6.2)
16. Links from Clash Road to Institute of Technology Tralee Dromtacker. (Outside extent of Proposed Future Cycle Network Figure 6.2)
17. Links from R556 to 3 No. Schools on Killeen Road. (Outside extent of Proposed Future Cycle Network Figure 6.2)
18. Links from Listowel Road to 3 No. Schools on Killeen Road. (Outside extent of Proposed Future Cycle Network Figure 6.2)



## Proposed School Transport Strategy

The proposed strategy makes many useful suggestions to improve sustainable transport to schools. The development of a Local Authority School Travel Advisor is a particularly welcome proposal. Improved pedestrian crossings facilities are proposed at some schools.

With regard to cycling, the objective of the strategy should be to provide safe cycling routes to all schools. It is noted that the National Cycle Policy Framework requires this by 2020. Only considers two clusters of schools and in both these cases the proposed cycle network has obvious omissions. For example, cyclists in the Caherslee Road cluster have no direct route in to the town centre (Pembroke Street is not on the network) and Dean's Lane is not on the network for cyclists in the Moyderwell cluster.

There are other significant areas with large student numbers which should be considered, including the Institute of Technology / Community College at Clash, Educate Together / Brookfield / Gael Scoile at Killeen Road and the CBS Primary School at Clonalour. In all cases it is good practice to provide a higher Quality of Service for cyclists close to schools because the school children are less experienced and therefore more vulnerable from a safety point of view. Specific recommendations are made as follows:

<b>Recommendations in relation to the Proposed School Transport Strategy</b>	
1 1	Omissions in the safe cycling routes to the identified two school clusters should be addressed on Figures 8.3 & 8.5
1 2	Safe cycling routes should be proposed for all other schools / school clusters.
1 3	Links & Junctions adjacent to schools should be checked to ensure that there is a high Quality of Service (QOS) for cyclists. School children are less experienced and therefore more vulnerable road users.

## Proposed Improvements to Junctions

Preliminary junction improvement drawings are included in Appendix B of the Transportation Strategy. Improved pedestrian crossing facilities are included including signalised junctions and enlarged footpaths. A considerable number of existing roundabouts will be converted to junctions with traffic lights. Advanced stop lines are provided for cyclists. These measures will improve the environment for pedestrians and to some extent cyclists and are welcomed. However it is noted that in the majority of cases, junctions which are on the proposed 'Full Cycle Network' do not show cycle lanes even where a 'Cycle Priority' route is shown going through a junction. Furthermore, the enlarged footpaths at junctions can become dangerous pinch points for cyclists. Specific recommendations are made as follows.

<b>Recommendations in relation to the Proposed Improvements to Junctions</b>	
1 4	MOVA Signalised Junctions should be compatible with cyclists and designed to detect cyclists.
1 5	<p>The following junctions included in Appendix B of the Tralee Transport Strategy should be amended to show cycle lanes (cycle priority) which are included on Figure 6.2 Proposed Future Cycle Network:</p> <ol style="list-style-type: none"> <li>1. Short Term: Junction 1, N86, Cycle Priority route missing</li> <li>2. Short Term: Junction 2, North Circular Road, Cycle Priority route missing</li> <li>3. Short Term: Junction 5, R551 &amp; North Circular Road, Cycle Priority route missing</li> <li>4. Short Term: Junction 7, N69, John Joe Sheehy Road, North Circular Road, Cycle Priority routes missing</li> <li>5. Medium Term: Junction 1, Quill Street, Cycle Priority route missing</li> <li>6. Medium Term: Junction 2, Strand Street, Cycle Priority route missing</li> <li>7. Medium Term: Junction 4, Brewery Road, N69, Cycle Priority routes missing</li> <li>8. Medium Term: Junction 5, Racecourse Road, Cycle Priority route missing</li> <li>9. Medium Term: Junction 6, Racecourse Road, N69, Cycle Priority routes missing</li> <li>10. Medium Term: Junction 7, Muing Road, N69, Cycle Priority routes missing</li> <li>11. Medium Term: Junction 8, R551, Cycle Priority routes missing</li> <li>12. Medium Term: Junction 9, N21, Killerisk Road, Cycle</li> </ol>

	Priority routes missing
1 6	It should be recommended in the strategy that all junctions on the amended cycle network for Tralee shall be design in so far as possible in accordance with the recommendations of the National Cycle Manual.

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References:

1. National Transport Authority, June 2011 *National Cycle Manual*  
Dublin: National Transport Authority (available at [www.cyclemanual.ie](http://www.cyclemanual.ie))
2. Smarter Travel , August 2010 *National Cycle Network Scoping Study*  
Dublin: Smarter Travel, Department of Transport, National Roads Authority

## WHAT IS TRANSITION KERRY ?

Transition Kerry is part of a local, national & international initiative which aims to get local communities to think about making themselves more resilient, in response to three major things that are happening in our world:  
CLIMATE CHANGE, PEAK OIL & ECONOMIC CHANGE

It is about creating awareness and networks to ensure that local sustainability is at the core of all actions & decisions made at local, national & international levels. Transition Kerry's objective is to accelerate change through inspiring, encouraging, supporting, networking and training our communities as they consider and then implement their vision for the future they want to live in.

Transition Kerry has a number of different working groups which each have a different area of focus , the Transport working group is investigating means of establishing an environmentally sustainable traffic and transport solutions for Kerry.

Transition Kerry is a community initiative supported by Kerry County Council and North & East Kerry Development.

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