



Cork City Council
City Hall, Anglesea Street, Centre, Cork

ACCESS TO TRAMORE VALLEY PARK VIA HALF MOON LANE ROAD IMPROVEMENT SCHEME



PLANNING AND DEVELOPMENT ACT, 2000
PLANNING AND DEVELOPMENT REGULATIONS, 2001

REPORT PREPARED PURSUANT TO THE REQUIREMENTS OF ARTICLE 83, PART 8 OF THE
PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED

July 2020

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1.0 INTRODUCTION

Background to the Scheme

The location of the proposed works is on South Douglas Road and Half Moon Lane in the Ballinlough suburb of Cork City. The site of the proposed works is located in a mixed residential and commercial area with a large school of approximately 1,000 students with pedestrian access from South Douglas Road and vehicular access from Half Moon Lane. Half Moon Lane currently provides access to a number of commercial businesses, a Cork City Council Depot and a Pitch & Putt Club. The proposed works are located within a 50km/h speed limit.

Currently there is limited access to the Tramore Valley Park (a major new parkland area close to the centre of Cork City of over 70 hectares). One entrance is off the N27 City Link, a dual carriageway, the other access is a pedestrian/cyclist access close to Douglas Village. The objective of this scheme is to develop another safe access for pedestrians and cyclists to the park by way of Half Moon Lane and the South Douglas Road. South Douglas Road currently operates as a two-way commuter link to the city from the large residential and commercial area of Douglas and its environs.

Pedestrian facilities on South Douglas Road are limited due to existing public roadway widths and there are no off-road cycle facilities. Future plans as outlined in the Cork Metropolitan Area Transport Strategy (CMATS) document may see the South Douglas Road become one-way inbound to the city which will allow for the widening of footpaths and the provision of bus lanes/cycle facilities. There is no set date for the delivery of this scheme. The current proposed scheme as presented does not compromise the delivery of this project and it is in accordance with both CMATS and the Cork City Cycle Network Strategy Document.

This new access to Tramore Valley Park via Half Moon Lane will also form part of a wider cycle network linking Grange/Donnybrook to the City Centre. The existing and proposed cycle/pedestrian facilities can be seen on the drawing named 'Connectivity', Drawing CON - PO1.

Proposed Works

Cork City Council proposes to carry out works, which include the following:

- New footpaths on Half Moon Lane and South Douglas Road
- New signalised junction with controlled pedestrian crossings
- The relocation of an existing controlled pedestrian crossing on South Douglas Road (southbound)
- New uncontrolled pedestrian crossings on Half Moon Lane
- New public lighting scheme
- New traffic calming measures
- Improved road markings
- New signage
- Carriageway resurfacing.

Benefits of Proposed Scheme

The proposed scheme will have the following benefits: -

- The provision of continuous footpath access to Tramore Valley Park from South Douglas Road via Half Moon Lane.
 - The scheme will improve road safety for pedestrians and cyclists to access Tramore Valley Park via Half Moon Lane
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- The proposed new LED Street lighting scheme will provide an appropriate level of lighting along the length of the scheme ensuring a safer environment for all users.
- The proposed signalised junction with controlled pedestrian crossings of Half Moon Lane and the South Douglas Road will have the following benefits:
 - Resolve the current sightline issue for vehicles exiting the junction onto South Douglas Road.
 - Facilitate the swept path of large vehicles, including Council vehicles, when exiting onto South Douglas Road.
 - Provide controlled pedestrian facilities on the identified pedestrian desire line when accessing the Secondary School and Tramore Valley Park from South Douglas Road (northbound).
 - Works proposed on the South Douglas Road will result in wider footpaths and a narrowing of the trafficked carriageway resulting in a traffic calming gain at this location.
 - The scheme will fit into a wider cycling network, which connects Grange/Donnybrook to Cork City Centre.

The location of the proposed road improvement works are set out on the attached drawing numbers HMLUW_SL_P01, HMLUW_PL_P01/02/03, HMLUW_LD_P01/02/03 and HMLUW_PLXS_P01, contained in Appendix B of this Report.

2.0 PRINCIPAL FEATURES OF THE SCHEME

Transportation and road design in urban areas is a complex issue and the needs of all road-users must be recognised and accommodated in the overall design. In many instances, existing constraints such as available road widths limit the options available to the designer. In terms of priority for each road user, the following hierarchy is generally used, pedestrian, cyclist, public transport and last the private vehicle.

Existing Issues

On review of the existing road layout on Half Moon Lane and its junction with the South Douglas Road, it was determined that improvements to existing pedestrian and cyclist facilities were necessary to provide safe access to Tramore Valley Park from Half Moon Lane. The junction itself is uncontrolled and no sightlines exist at its interface with the South Douglas Road. It is effectively a blind junction and therefore, these road safety issues at the existing 'Priority' controlled junction must be addressed as part of any improvement scheme.

As part of the preliminary design phase, traffic counts at the junction of Half Moon Lane and South Douglas Road as well as at the junction of Woodlawn Residential Development and South Douglas Road were undertaken. The traffic data highlighted the extremely low traffic generation from the Woodlawn residential development (4 detached houses at present). Currently this estate has the benefit of traffic signal-controlled access onto South Douglas Road.

It was noted that during initial investigations that a planning application to Cork City Council for the construction of 5 additional residential units on an adjacent site, proposed to use the Woodlawn Access (planning ref: 18_37880). This development is now under construction and the extra-generated level of traffic will not add significantly to the junction capacity.

A review of the topographical survey of the site highlighted:

- The existing main road width (South Douglas Road) to be in excess of the recommended minimum of 6.0m
- The limited footpath width serving the pedestrian-only access to Christ the King Secondary School.

Half Moon Lane is a cul-de-sac two-way access road serving a number of private residential houses, Christ the King Secondary School, a mini commercial business park, a Pitch & Putt Club and a Cork City Council Depot (maintenance trucks etc.). The existing road varies in width over its length (from 6m to 8m) and for the most part does not include footpath provision. Observed speed on the lane is low (not in excess of 30kph) and instances of unauthorized parking was noted.

Proposed Measures to Improve Area for Pedestrians and Cyclists

As stated earlier the carriageway of the South Douglas Road at this point is greater than the required 6m width, it is proposed to re-allocate road space at this location resulting in the widening of footpaths on both sides. This will provide a positive benefit to pedestrians and will allow the removal of the traffic signal controlled junction at Woodlawn, to be replaced by a 'Priority' controlled junction with adequate sightlines in accordance with DMURS (Design Manual for Urban Roads & Streets).

The existing diagonal pedestrian crossing provided as part of the traffic signal layout at this location is proposed to be relocated to the city side of the R851 (South Douglas Road).

Refer to drawings HMLUW_SL_P01, HMLUW_PL_P01/02/03, HMLUW_LD_P01/02/03 and HMLUW_PLXS_P01 for an overview of the proposed works.

The following lists the principal features of the proposed scheme:

- Construction of new footpaths along South Douglas Road and Half Moon Lane.
- Installation of a new traffic signal-controlled junction between South Douglas Road and Half Moon Lane with pedestrian crossing including advance stop lines for cyclists.
- Re-location of a demand activated controlled pedestrian crossing on South Douglas Road.
- Installation of uncontrolled pedestrian crossings at entrances along Half Moon Lane.
- Tightening up of junction radii at the school entrances and on the access road to the Business Park on Half Moon Lane using concrete build-outs.
- The use of a single lane 'Priority' section of road on Half Moon Lane to facilitate the provision of a minimum 1.8m footpath.
- Installation of a new LED Public Lighting Scheme.
- Alterations to existing surface water drainage.
- Installation of new road markings and signage including cycle route markings.
- Changing the existing Woodlawn residential access from traffic signal-controlled to a Priority Junction.

Half Moon Lane is a low speed and low trafficked cul-de-sac. There is no provision for car parking for the Tramore Valley Park. This scheme is focused on pedestrian and cyclist access.

As outlined in the accompanying drawing HMLUW_CON_P01, Connectivity, the provision of the proposed upgrade works will allow a continuation of cycle/pedestrian facilities from Douglas and Grange/Donnybrook through the Tramore Valley Park linking to existing on-road cycle routes direct to the City Centre.

In line with national policy, this scheme promotes the use of sustainable transport solutions.

3.0 CONCLUSION

Providing an entrance to Tramore Valley Park from Half Moon Lane will be a significant benefit to pedestrians and cyclists who wish to access the park at this location.

The existing situation at the junction of South Douglas Road and Half Moon Lane and along Half Moon Lane is not safe due to narrow footpaths, irregular road widths and little footpath provision on Half Moon itself.

The proposed scheme will introduce traffic calming and encourage more pedestrians and cyclists to access Tramore Valley Park in a safe manner from Half Moon Lane.

As part of this Part 8 process, screenings for Appropriate Assessment and Environmental Impact Assessment were undertaken and both reports are included in the Appendices. The conclusions from both are that there are no significant effects on the environment as part of this proposed scheme.

The proposed works are consistent with the proper planning and sustainable development of the area. It will also encourage cyclists to use the link as an off road route from Grange/Donnybrook to the City centre when the link from Vernon Mount to the park is provided.

APPENDICES

APPENDIX A – SCHEME DRAWINGS

APPENDIX B – EIA SCREENING REPORT

APPENDIX C – AA SCREENING REPORT