



Examples of potential improvements to make the current infrastructure safer and more cycling-friendly.

Appendix to Killarney Cycling Club's submission on Proposed Cycle Paths in Killarney (Part 8 – Killarney Cycle Lanes). Submitted to Killarney Municipal District, Kerry County Council.

This is an appendix to Killarney Cycling Club's submission on the proposed new cycle lanes in Killarney in which we mentioned the need to consider those new proposals within the context of the overall cycling infrastructure in and around the town.

This appendix provides examples from the existing cycling infrastructure, from a cyclist's viewpoint, to help highlight problematic issues that might be addressed in relation to that overall development of the cycling infrastructure.

These are just samples and this is not intended as a comprehensive survey.

A: Interruptions to cycle lanes and priority given to vehicles

There are many examples of cycle paths along main routes being interrupted to give priority to vehicles entering private properties or minor roads.

This discourages the use of cycle paths and does not help give the impression of Killarney being a 'cycling friendly town'.

Example 1: Muckcross Road



There is an excellent segregated and busy cycling path on the Muckcross Road but there are two STOP signs giving priority to two private entrances – a farm and a hotel.

Example 2: Dr. Hans Liebherr Road



The cycle path on Dr. Hans Liebherr Road appears to be discontinued at the entrance to Lidl.

There is no indication for traffic entering/exiting that it may be crossing a cycle lane (if it is a cycle lane at that point?)

This also creates ambiguity about whether cyclists or drivers have 'right of way' here.

Either way, it is a potentially hazardous spot for cyclists.

Example 3: Fossa Way / Golf Club entrance



On the Fossa Way path cyclists are instructed to 'dismount' for the entrance to Killarney Golf and Fishing Club.

Example 4: Fossa Way / track junction



On the Fossa Way path cyclists are instructed to 'dismount' at an intersection with a little-used, un-paved track.

Example 5: Deerpark Rd



On Deerpark Rd. the cycle path to the Deerpark Shopping Centre is discontinued for the entrance to Aldi.

B: 'Appearing' and 'disappearing' cycle paths

Some cycle paths start and end suddenly on raised areas, beside footpaths, but there is no cycle access to or exit from the cycle lane.

Example 1 Dr. Hans Liebherr Road



At the eastern end of Hans Liebherr Road (Cleeny Roundabout) the cycle lane ends/begins suddenly on top of a footpath with no cycling entry/exit.

Example 2: Mission Road



The cycle lane on Mission Road begins suddenly on a footpath with a high kerb – there is no cycling access to it.

C: Maintenance and design issues

Example 1: N72 East



The entrance to N72 cycle path heading east at Fossa is narrow and at a typical pinch-point with 'traffic-calming' measures. This is compounded by the gradual collection of debris.

Example 2: N72 West



The entrance to the N72 cycle lane going west at Lisivageen is derelict and forces cyclists onto the road where a traffic-calming measure creates a pinch-point.

Example 3: N72 East



Access to the cycle lane here has a raised kerb going diagonally across the path.

It is very de-stabilizing when a cycle wheel strikes a raised diagonal surface.

D: Random issues from one sample cycle path – N72 West

The cycle lane on the N72-West is probably the busiest cycling route in the area (and possibly in Kerry). Below are some random issues to illustrate various ways in parts of this could be made more friendly and safer for cyclists.

Example 1. Width and maintenance



This image was featured in the cycling press in 2017 as probably the narrowest cycle lane in Ireland (stickybottle.com, July 29th, 2017).



Even though some maintenance was done in the interim, it is still less than half a meter wide in parts.



It's width is greatly reduced in parts due to lack of maintenance.

Example 2. Illegal parking, lack of protection and enforcement



The section opposite the Inver filling station is very hazardous due to persistent illegal parking on the cycle lane by customers, combined with a generally confused section of road (three lanes of traffic and frequent illegal parking on both sides of the road, with the sight-lines from exiting the filling station being obstructed)

The illegal parking forces cyclists out onto the road at this busy and confused section of road, and inexpensive measures would protect the cycle path (or see below for an example of a more comprehensive solution).



Example of a cycle path protected passing a filling station from Galway Co. Council

Example 3: Cycle lanes discontinued at more hazardous points



The cycle lane is just discontinued at some points, where it is needed most.

Example 4: Hazardous 'cats-eyes'



Most of the cycle lane is lined with raised 'cats-eyes' on the outside and cyclists should allow space to avoid these hazards.

However, in many places there is not adequate space to safely avoid the grass verge on the one side, and the cats-eyes on the other.

Therefore, many cyclists opt to ride out in the main carriageway so as to have safe space from these.

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