

Submission Details


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Submitter

Name	Colm Ryder
Address	C/o 47 Synge Street Dublin 8 D08 E7P8 D08 E7P8
Note	Please find attached PDF supportive submission on behalf of the Irish Cycling Campaign for this scheme

In relation to application

Application Number	PT8TT134
Applicant Name	Tipperary County Council
Development Address	R445 Carraigeway birdhill Gortybrigane and Birdhill

<p>Irish Cycling Campaign Formerly Cyclist.ie. The Irish Cycling Advocacy Network</p> <hr/> <p>The Member for Ireland of:</p> 	<p>Irish Cycling Campaign 5 Foster Place Dublin 2 D02 V0P9</p> <p>www.irishcyclingcampaign.ie</p> <p>RCN 20102029</p>
<p>Addressee: Tipperary County Council</p>	
<p>Date: 4th October 2024</p>	
<p>Re: Birdhill Active Travel Scheme</p>	

1 Introduction

The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the national cycling advocacy body with membership from cycling advocacy groups, greenway groups and bike festivals on the island of Ireland. We are the Irish member of the European Cyclists' Federation. Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking.

The Irish Cycling Campaign is happy to see this relatively high quality active travel and public realm scheme being activated for the village of Birdhill in Tipperary. Broadly we feel that these proposals will help to give the village more of a 'village feel' and in turn make the area safer for all.

We have a few mainly comments to make below on the scheme design.

2 General Comments

2.1 Quality & Constraints

The Irish Cycling campaign welcomes the general high quality of the proposed design, and the constraints arising in part of the village centre leading to proposed

shared facilities between pedestrians and cyclists. In general, as outlined in the Cycle Design Manual, shared facilities should ideally be avoided, but the very tight conditions for this short section of the route mandate an alternative approach. While the change from separate facilities for cyclists and pedestrians to shared facilities may lead to some confusion, it is an acceptable solution in this instance, but usage should be monitored following construction?

2.2 Speed Limit

We welcome the new proposed 50kph gateway signs/areas at both ends of the village, which will help to reinforce the actual speed limit and emphasise the village area.

2.3 Pedestrian Crossings

The addition of pedestrian crossings throughout the village is a major boost to safer active travel, and in particular the proposed toucan crossing at the R446/R504 junction.

2.4 Pedestrian and Cyclist Priority

We note, and welcome the priority at side road junctions for pedestrians and cyclists, but would also suggest that this priority be clearly maintained at all vehicle exits from premises along the route.

2.5 Bus Stop Bypasses

We welcome the initiative of installing bus stop bypasses in this location

2.6 Killaloe Route Connection

The proposal to include the initial section of a safe shared route from the Birdhill roundabout out along the R494 to Ballina/Killaloe is to be welcomed, as this is a particularly attractive destination, which will eventually link into the developing River Shannon greenway.

3 Summary/Conclusion

Overall the Irish Cycling Campaign is delighted to see this high quality scheme for Birdhill Village being proposed, and we fully endorse the exhibited design, and look forward to its completed planning, and final construction.

Colm Ryder

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