



Transport & Mobility Forum

Submission to Cork City Council: Proposed Local Area Plans for Cork City Docks and Tivoli Docks

July 2017

The Transport and Mobility Forum are pleased to see the set-up of Local Area Plan to re-develop the Cork City Docklands and the Tivoli Dock areas.

As suggestions for the LAPs we would like to make some comments:

We strongly support the re-development of these areas to become an integral part of Cork City.

A large proportion of residential use will help to alleviate the significant inner city housing shortage that Cork is experiencing.

Inner city housing will help to cut commuting distances and reduce traffic related strains on the city's environment, its accessibility and greenhouse gas emissions.

Proximity to employment hot-spots like the city centre will facilitate the use of sustainable travel modes like public transport, cycling and walking, and lessen car dependency and hence private car use.

General:

Planning of the new neighbourhoods shall provide for mixed-use developments. Residential mono-structures must be avoided. A mix of residential, office use, shops and local services will boost the attractiveness of the new city areas.

In case of the Tivoli, also the establishment of new local schools must be considered to allow for short and safe walking and cycling access for the young new inhabitants.

Transport:

The areas and new developments should have provisions for various kinds of alternative travel modes:

High quality walking and cycling facilities which encourage modes of “active travel”

Safe, secure and sufficient parking facilities for bicycles (especially for residents)

Facilities for CarSharing (“GoCar”) vehicles

Charging stations for electric vehicles

Lower than average provision for car parking

Attractive offers of enhanced public transport services (e.g. Bus Rapid Transit) with short access routes, frequent and reliable services

Housing:

The housing and hence residential density must be higher than the usual city’s average in order to provide the necessary density to provide such services, and to make best use of the land bank in prime inner city (Cork City Docks) locations.

Housing shall be provided in up to 5 storey apartment buildings of various sizes for a diverse demographic

The buildings shall be designed to the highest standards and following international best practice examples in terms of sustainability and energy consumption

Connectivity:

The new neighbourhoods must provide shortest as possible access routes for walking and cycling to adjoining areas, local services and public transport stops.

Fenced housing areas as often seen in suburban Ireland shall not be permitted.

Permeability must be a guiding principle.

The new developments must be connected to other parts of the city, especially the city centre, with a green spine for cycling and walking.

The separating effect of the River Lee must be alleviated by several bridges. For the Tivoli area in particular, a cross river cycling and walking link towards Blackrock and Mahon, but also to the South Docks should be considered.

Public Realm

Strong emphasis shall be put on a high quality public realm, urban green spaces, streets and paths with trees, benches, public playgrounds etc.

The quality of the buildings' architecture as well as the urban design and landscaping shall be of a high quality that attracts and facilitates urban life in the new city quarters.

The waterfront setting of the North Docks and the Tivoli in particular shall be understood as an asset to create attractive and high quality public urban areas.

Conclusion

The planning of the new city quarters in the Docklands and the Tivoli is a unique opportunity to create new sustainable neighbourhoods in terms of buildings and transport, following best practice examples from across Europe. The right planning of such developments from the start is essential.

Cork City should take this opportunity to create show case examples of sustainable brown-field developments for the 21st century, that further underpin Cork's status as WHO Healthy City and its application to be awarded "Green Capital of Europe".

The Transport and Mobility Forum would be obliged to contribute to the further planning process and we trust that our suggestions will be reflected in the draft LAPs.

The **Transport and Mobility Forum, Cork**, is a group of organisations who have a common interest in sustainable travel in Cork City and County and beyond. Its members are from the public and private sector, covering administration, health, transport, education and the environment.

For the list of members, see document attached or see online

<http://transportandmobilityforum.com/partners/>

Chair: Stephan Koch, UCC

Spokesperson: Bernadette Connolly, CEF

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Contact:

On behalf of the TMF:

Cork Environmental Forum, c/o Bernadette Connolly

Mount Carmel, Kilcolman, Enniskeane, Co. Cork

bernadette@cef.ie