

Cork City Council
Environment & Recreation Directorate
City Hall

Cork

Email to MorrisonIslandProject@corkcity.ie

12th April 2018



Morrison's Island Project – Public Consultation

Dear Ms Doherty,

Thank you for the opportunity to comment on the proposed works at Morrison's Island. The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable and active travel. TMF fully support and promote sustainable modes of travel measures and policies. Sustainable and Active Travel helps reduce congestion on our roads, supports a low carbon economy, reduces noise and air pollution, improves public health and quality of life.

Proposed traffic works should be future proofed to accommodate existing and proposed capacities in population growths over the medium-long term with priority given to sustainable and active travel (pedestrians, cyclists, bus, and train), including accessibility for people with reduced mobility. Consideration should be given to soft landscaping and natural drainage solutions where possible.

We support the proposed improvements to public realm within this underused historic part of the city centre and the creation of a pedestrian and cycle friendlier environment for all to travel through and enjoy. We welcome the proposed 3m (Father Mathews Quay and Morrison's Quay) and 4m (Union Quay side) wide riverside promenade, explicitly including the planting of trees.

Tree planning should extend along the entire length of the Quays, not only at the eastern end of Morrison's Quay. The drawings are unclear in this point for Father Mathew Quay.

We support a zebra crossing at the southern end of Father Mathew's Quay, next to Parliament Bridge.

We ask that road signage and street clutter is minimised with consideration be given to shared signage use of lighting poles, road safety signs and car parking signage. We ask where shared signage is not feasible, that road safety or parking signage is shown on the road to minimise street clutter and obstacles.

The Transportation Assessment appears to assess the changes in vehicular movements and volume pre and post works. There doesn't appear to be any corresponding assessment for pedestrian and cycle movements and volume, especially with the city centre population projected to increase over the next 20-30 years. We ask consideration be given to including an east-/ northbound cycle lane within the footpath to provide clear demarcation between pedestrian and cycle movements.

<https://transportandmobilityforum.com>

It can be expected that Father Mathew Quay will carry a significant number of eastbound cyclists, as Georges Quay is one-way westbound, and South Mall is a busy road.

Where cyclists are expected to cycle on the main carriageway southbound, we ask that road markings make it clear to cyclists and drivers that it's for both uses and not just cars.

The access to Trinity Bridge on particularly the Union Quay / Copley St side must be designed in a way that cyclists can safely and easily access the bridge from the roadway. The same goes for the share foot/cycle path at Father Mathew Quay / Parliament Bridge (e.g. sunk kerbs).

There should be ample public bicycle parking available, especially near the College of Commerce as the main local trip attractor.

We welcome the introduction of electricity charge points and would ask that these are significantly increased to accommodate future growth in demand along with charge points for disabled parking bays.

We appreciate the high quality use of materials in respecting cultural heritage which makes Cork City centre unique and a significant tourism asset. There are opportunities to adding interesting cultural facts within the footway to celebrate the cultural heritage whilst avoiding additional clutter.

The proposed works are primarily focused on hard landscaping. We ask consideration be given to increased use of soft landscaping and greener design solutions. Increased vegetation (esp. trees) helps to reduce noise and air pollution, alleviate the impacts of heavy rainfall and improve the enjoyment of a place.

Regarding the quay walls design in terms of flood defence, we acknowledge that Morrison's Island is the most threatened area in the City Centre regarding tidal flooding, however, we would like to emphasise our assumption that any improvement measures to the quay walls here will not pre-determine a decision (or be understood as approval or opposition) on the highly contentious topic of the inner city flood defence walls as proposed by the OPW.

Should you require any clarifications on any of the above points, please email me at transportandmobilityforum@gmail.com

We look forward to hearing from you in due course.

Kind regards



Stephan Koch (Chair)
Transport and Mobility Forum

Note:

The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner within the TMF.