



Cork County Council

7<sup>th</sup> December 2018

Dear Adrian O'Neill (aoneill@jbbarry.ie)

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 sustainable and active modes of travel measures and policies.

### **Little Island Draft Transportation Study**

The TMF wishes to support the study's primary aim "to reduce demand for travel by private vehicles particularly during the commuter peaks and to encourage use of walking, cycling and public transport". The TMF agrees that the longterm solution to traffic congestion in the area is to reduce the dependency on single occupier car journeys by creating an efficient and well connected multi-modal network of active travel and public transport modes. We welcome the study's emphasis on Public Transport which features strongly in Scenario 5 aiming to substantially reduce car modal share and supporting the sustainable development of Little Island.

We especially support the following measures:

- High frequency bus services operating to Little Island;
- Re-routing existing bus services on-island;
- Introduction of public transport priority;
- Creation of a new Park and Ride site and train station at North Esk;
- Introduction of a new shuttle bus service linking employment locations to the train stations and Park and Ride site
- Provision of a direct Commuter Rail service to Mallow; and
- A suite of demand management measures (including elements such as parking restrictions, flexi-time working etc.) to support the use of sustainable travel and assist in reducing car demand on the network.

With reference to the list of **Transport Demand Management Measures**, we fully support;

- Promoting the uptake of the 'Cycle to Work' scheme and the Tax Saver Tickets;
- Supporting the local Green School to actively travel to school;
- Helping businesses to create workplace travel plans which include the provision of employee facilities for actively travelling to work, car pooling, and e-working. Car sharing (the GoCar type) shall also be considered to uncouple demand for a car during the day from the need to drive to work.

The TMF agrees with the study's claim that "without such demand management, the public transport system will not operate as effectively and may be less efficient; car use will remain high; and congestion will continue to worsen".

### **General Comments**

We especially commend the study team for aiming to provide for permeability through the development of a segregated walking and cycling network including a new cycling and footbridge over the N25. We would like to strongly emphasise the need for Bus Priority measures at both the entry and exit points for Little Island and the implementation of Real Time Passenger Info. The TMF would strongly support a Public Bike Hire Scheme with stations at the new and existing train stations and throughout Little Island. As alternative modes become available, levels of car parking provision in Little Island itself should be re-addressed.

Some thoughts shall be given to the role of Little Island particularly during the forthcoming (2019-22) upgrade works and hence restrictions at the Dunkettle interchange:

Little Island has the potential to be a solution to the chronic overload on the roads into Cork from the east. It could act as the eastern gateway into Cork with commuters routing at Little Island to access the Jack Lynch Tunnel and N40 South Ring to key employment areas in the south of the City via sustainable transport (bus, car pool, Park+Ride).

Apart from Tivoli docks (part of major urban development plans), Little island is the only place that provides land enough to cater for larger scale parking facilities in order to get car commuters from their cars into:

- a) Public Transport (rail into Kent Stn / buses to south ring) or
- b) Car pooling (1 or 2 cars parked, 3<sup>rd</sup> car takes passengers to workplace)

Space at the Little Island train station is limited, so car traffic needs to go into Little Island (interchange capacities). Attractive pedestrian access from a potential car park in Little Island to Little Island train station needs to be provided. A new foot bridge access to train station from the area of the Radisson hotel should be prioritised. This would also serve internal shuttle buses to serve employers in Little Island to connect to train station, and keep such buses away from potentially congested road bridge (R623) at station (reliability of a shuttle bus service).

## **Public Transport**

The plans for bus routing on Little Island show that the East Gate business park is not being served by the bus routes, although it is the area with the highest “footfall” in employees and customers (large scale office and retail space). Routing of at least some bus routes (e.g. shuttle route) is supported with special emphasis on the Inner Southern Orbital which would provide a (so far non-existent) badly needed public transport link from Little Island towards the South Ring employment hot-spots through the Jack-Lynch Tunnel. The routing inside Cork City (proposed here along Douglas Road) should be subject to review at a later stage (e.g. direct service along N40).

A road link (e.g. bus gate, Ped/cycle link) between the R623 and East Gate Drive at the Little Island sports complex / Cork Steel would be helpful for an efficient bus routing and/or bus passenger access from East Gate Drive to the R623.

Regarding the timeframe, the TMF feels the proposed introduction of the new bus services (esp. to Cork South Ring) only from 2022 on is too late. In connection with the Dunkettle re-design works 2019-22, such a bus service is needed almost immediately to provide alternatives to the bottleneck of Dunkettle. Even if they are temporary, P+R (and park+pool) facilities must be set up in 2019/2020 near the train station / An Crompan roundabout / N25 interchange. The land east of the Radison Hotel / Keary’s BMW (ownership?) or in the slip road loop to the N25 westbound should be looked at. Prioritisation of the proposed new pedestrian/bike bridge from Little Island station would be helpful in this respect. The site of the new station at North Esk should be used as P+R / Park+Pool as soon as it becomes available.

To create an attractive alternative to car usage through the Jack Lynch Tunnel and along the notoriously overloaded N40, bus (and car pool) priority measures along parts of the N40 should be considered. Implementation of such a bus shuttle in 2019/20 would give the opportunity to provide an attractive alternative during the capacity restrictions in connection with the Dunkettle upgrade works, and would have the potential of a lasting “legacy” effect on at least a portion of commuters between N/E Cork and the South Ring area regarding their commuting habits.

## **Active Travel**

The TMF supports the implementation of Cork Cycle Network Plan (CCNP) in Little Island. The set up of segregated cycleways is highly welcomed. Attention must be given to the cycleway layout at junctions. Conflicts between cyclists and pedestrians and unnecessary long dwelling times for cyclists at junctions must be avoided. When a cycleway ends, cyclists must get a safe transition onto the roadway. Cyclists shall be given ‘Green’ together with general traffic (exception might apply for right-turns at multi lane junctions).

We would like to also highlight the huge potential to create an off-road riverside cycleway from the city to Little Island which would be very pleasant, easy and direct way to get there without relying on Public Transport and private cars. This route should be the primary cycle link into Cork, also serving the new Tivoli developments. It would run along the river banks without crossing the N25 / N8 along the way. There

is also the same potential at the other end of Little Island towards Midleton. A cycle connection with Glanmire following the river is also a possibility.

We assume that details in junction designs will be subject to public consultations at a later stage when individual junction redesign projects are being planned.

We trust that design standards and principles laid out in the National Cycling Manual will be adhered to in full scope.

## **Recommendations**

Having discussed the above measures, the TMF would like to offer the following recommendations which aim to reduce disruption during the upgrade works and ensure the aim of creating a multi-modal transport system that is well used, efficient and future proofed is realised.

### During the Dunkettle upgrade works:

1. Temporary sites near Little Island station and the site allocated for the new train station at North Esk could be used during works as a carpark space for Park and Pool and Park and Rides servicing the city and the N40.
2. Use of Carrigtwohill train station carpark for a Park and Ride to Little Island as well as the city and N40 while the upgrade work is underway. Carrigtwohill station currently has ample space unlike the existing Little Island and Glounthane stations which are at max capacity

### Transportation Study recommendations:

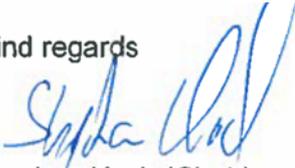
1. The proposed bus priority lane along the upgraded interchange should be extended throughout all bus routes and especially on the entry slip road to ensure the rerouted services do not suffer increased journey lengths
2. Bus stops and bus demarcations should be built within road boundary
3. Traffic lights and T-junctions to replace R623 roundabout
4. The design for the new train station at North Esk should include a carpark to accommodate the linkage to other sustainable modes such as; Park+Ride, car-pooling, buses (including shuttle), public bike scheme and bike hub (including safe lock-up) and electric car fast charging facilities. Thereby catering for both Little Island and Cork South Ring destinations.
5. The new train station should include high quality, safe and sheltered bike parking
6. High quality segregated cycle paths should be put in place throughout Little Island and connect both train stations

7. A public bike scheme should be set up at both stations and along the recommended bike network
8. Trains should have ample space for carrying bikes
9. Both stations should be connected to a high quality permeable pedestrian network of footpaths and safe crossings
10. Roads running through residential areas and past the National School should be retrofit with traffic calming measures and zebra crossings to enable the school community to travel to school in an active and safe way
11. Speed limit: The introduction of an island-wide 30km/h speed limit is highly supported, especially with the high proportion of HGV traffic
12. All stations and pedestrian and cycling routes should be well lit ensuring their continued use in the winter months.
13. A welcoming and safe environment for people of reduced mobility of all ages
14. Landscaping, esp. tree planting, should be an integral part of all transport upgrades to reduce noise and air pollution and improve the public realm.
15. Another idea would be to investigate the feasibility of river transportation servicing towns in Cork Harbour and along the channel up to the City.

Should you require any clarifications, please email me at [tmfcork@gmail.com](mailto:tmfcork@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 of the TMF.*