



## Transport & Mobility Forum

Cork City Council

Roads & Transportation Directorate  
Roads Design & Construction Division

City Call

Cork

Transport and Mobility Forum  
Cork

15<sup>th</sup> May 2019

### **Wilton Corridor Project – Phase 1: Dennehy’s Cross PART 8 Public Consultation**

Dear Sir/Madam,

The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable travel. The TMF fully supports sustainable modes of travel measures and policies. Sustainable and Active travel helps reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health.

The TMF strongly support the proposed upgrade along the Wilton Corridor at Dennehy’s Cross. We specifically support the plan’s enhanced infrastructure elements of the road for sustainable transport modes and the resulting benefits to Cork’s residents, commuters and the local environment. We believe the proposed works will in time attract more uptake of sustainable transport modes, improve bus journey times and therefore help reduce traffic congestion along the route and in the southwest of the city in general.

#### **Motorists**

Regarding the plans to remove the right turn from Wilton Road to Magazine Road for motorists, we understand the benefits this will give in terms of increasing traffic flow, reducing congestion and improving bus journey times. We are however concerned that this will cause motorists to take alternative routes to access key destinations along College Road such as UCC and the Bon Secours Hospital and their related parking facilities. The alternative routes would redirect congestion to already very congested areas, residential areas such as Orchard Road and two National Schools on Bishopstown Avenue (St. Catherine’s NS) and Lima Lawn (Glasheen NS Boys and Girls). In the longer term as public transport and walking and cycling infrastructure improves as outlined in the Draft CMATS policy document, this right-turn ban can be introduced but in the immediate term, we are concerned about negative side effects in the wider area.



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### **Pedestrians**

We welcome the widening and repaving of footpaths as well as the additional controlled crossing facilities provided at all junctions. This will provide for a safer and more convenient experience for pedestrians and in time, attract more pedestrians along the route. Considering the close proximity of the area to Cork University Hospital, we would recommend the inclusion of a fully connected path for the visually impaired (as opposed to the usual small patch of tactile paving at crossing points) and longer crossing times at junctions. Footpaths should be accessible for people of mixed mobility.

### **Cyclists**

We fully support the construction of a dedicated inbound and outbound cycle lane. We recommend that this lane be of high quality, i.e. fully segregated and continuous thereby following best practice design principals for cycling lanes. Due to the fact that there are many schools in the area, segregated and continuous cycling lanes are imperative if we are to expect parents to allow their children to cycle to and from school. We suggest that consideration would be given to traffic lights containing a green/red cycling light which operates in conjunction with pedestrian green lights. With regards to the right hand turn at Dennehy's Cross onto Magazine Road, we acknowledge that this (right-turn ban for motorists, see above) is still facilitated through the 2-stage turn for cyclists. In addition to the 2-stage right-turn provisions for cyclists, dedicated cycling traffic lights (e.g. AMBER) should facilitate a one stage right turn for cyclist during the 4-way GREEN signal for pedestrians.

Regarding the design of cycle lanes at the bus stops, we are aware that this always is a difficult situation, as guiding the cyclists around the stopped bus on the inside (passenger / pedestrian area) is problematic, unless there is ample space. In the case of the southbound bus stop on Wilton Rd (south of the DX junction), we would suggest a common red marked area for both cyclists and buses around the bus stop, so that cyclists can safely overtake stopped buses on the outside. In the plans, the segregating markings go right up to the bus stop with the latter blocking the cycle lane.

### **Bus Passengers**

We welcome the upgrading of all bus stops and the provision of RTPI at all stops. We also recommend on a broader level (outside the scope of this project) that ticketing be reviewed and an integrated ticketing system be introduced for all modes (all bus services, train services and bike sharing service).

### **Lighting**

Consideration regarding lighting should be given. It is important that the type of lighting should be carefully considered in terms of shielding, setting appropriate lighting levels and consideration for lighting colour. Excessive, artificial lighting can cause light pollution which has adverse effects on the environment, our health, biodiversity, and our climate (through energy waste).

### **Biodiversity**

In terms of the hard and soft landscaping improvements in the proposal, there should be no removal of trees during the construction phase. If removal of such is absolutely necessary, it should be done in the winter months and more trees should be planted to mitigate for any biodiversity loss. The design should aim to ultimately increase the habitat and biodiversity in the area.



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### Behavioural Change Measures

Such infrastructural improvements should be accompanied with soft measures to increase the numbers and variety of pedestrians, cyclists and bus passengers using the improved infrastructure. Following the road's redesign, sustainable modes should be promoted with commuters in the area with the City Council liaising with the large employers and schools in the area such as CUH, CIT, UCC and Wilton shopping centre. Funding for activities like community cycle training and bike maintenance workshops should be provided.

We again would like reiterate our support for the overall proposed design and commend Cork City Council for prioritising sustainable transport modes through these upgrades.

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

Kind regards

A handwritten signature in blue ink, appearing to read "Stephan Koch".

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.*