



Transport & Mobility Forum

Cork City Council

Roads and Infrastructure
City Hall
Cork

Via online consultation portal

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c/o Cork Environmental Forum
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Public Consultation – Response

Marina Park Phase 2

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Marina Park Phase 2 Scheme.

*The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral 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.*

We would be obliged to further participate in the discourse and planning processes around the development of Marina Park Phase 2 Scheme as we feel that TMF can provide a valuable input into the process. Please do not hesitate to contact us at any time under tmfcork@gmail.com.

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Overview

We most strongly support this proposed scheme.

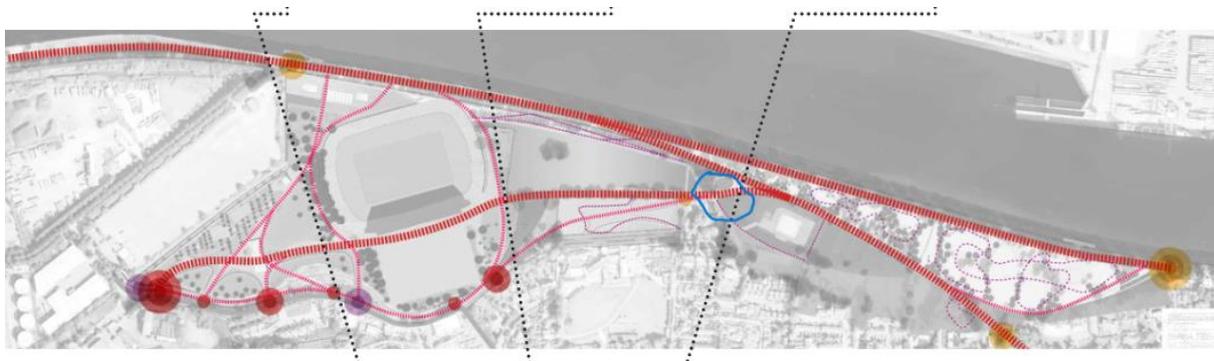
The concept, vision, and implementation have our full support. We would like to take this opportunity to praise how accessibility, mobility, space for recreation, formal, informal, social, and active, together with space for nature are all considered and consciously blended. This not only represents best practice but also ambition and vision.

Notwithstanding comments below on suggestions for minor improvements, we hope to see this scheme implemented without significant change.

Possible improvements and critical analysis.

We are particularly happy to see the accessibility Masterplan (see below) which considers the movement of people through the park as well as ensuring accessibility to the park for all.

However, we are concerned at the link circled in blue below is not suitable for the large volumes of commuter cyclists who will be expected to use this link.

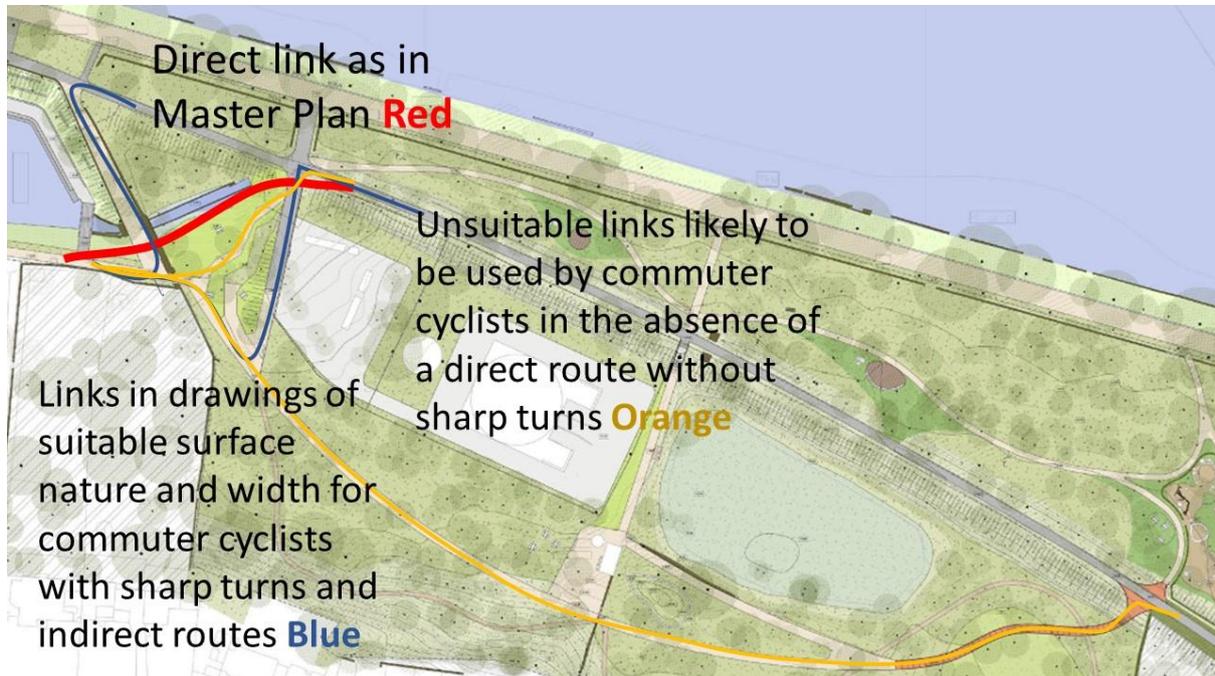


As outlined in the map below there are two options of suitable widths and surfaces for commuter cyclists (marked in Blue). However, both are indirect and have two sharp turns. As a result, it should be expected that the majority of commuter and leisure cyclists using this link will either not “discover” these paths or will opt for the more direct routes (marked in orange) avoiding a sharp double u-turn.

While it is appropriate that these paths (marked in orange) are accessible for leisure cyclists who are there as a destination moving at low-speed the use of these paths by commuters who may be late for work and moving at higher speeds is not desirable either for those commuters or for the pedestrians using the paths so we would suggest that there is a slight redesign in those areas to

A Eliminate the sharp turns on one of the paths (marked in Blue) suitable for commuter cyclists and

B Signage indicating the direct cycle route be erected to encourage direct cyclists to use the more suitable path.



Importance of retaining the Old Railway to Marina & Monaghan Rd links during construction

The old Railway Greenway linking the Mahon employment cluster to the city centre is not only an important recreational asset but is also a vital economic transport link. It enables the movement of a large number of commuters between employment in the Mahon cluster and accommodation in the city centre area as well as employment in the city centre area and residential areas in the wider Blackrock and Mahon area. It is of Strategic importance that this route remains open during construction work and that traffic is not diverted onto the Blackrock Road which is unsuitable for many cycle commuters.

We would therefore ask that the phasing of works ensures that there is continuity of access between the Marina, Monaghan roads, and Blackrock station via the old railway line.

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator



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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.*

**) A full list of partners in the Transport and Mobility Forum can be found at*

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