



Transport & Mobility Forum

Iarnród Éireann
Glounthaune to Midleton Twin Track
Consultation
1, Horgan's Quay
Waterfront Square
Cork T23 PPT8

Via email to GMITT@irishrail.ie

Transport and Mobility Forum, Cork
www.transportandmobilityforum.com
tmfcork@gmail.com

c/o Cork Environmental Forum
Bernadette Connolly
Mount Carmel, Kilcolman
Enniskeane, Co. Cork
P47 C578

16th August 2022

Public Consultation – Response

Glounthaune to Midleton Twin Track Project – Public Consultation 08/2022

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into Glounthaune to Midleton Twin Track Project - Public Consultation.

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.

Overview

We broadly support this proposed scheme, as it will improve the local Cork Commuter Rail service and is a vital element of CMATS 2040 to futureproof the Cork Metropolitan Area's public transport system. We feel that the proposed Option 3 provides a good balance between significant improvements of the rail service on offer within an adequate time frame and a reasonable amount of funding and investment.

Ensure the needs of Pedestrians & cyclists at crossings are considered

We would ask that the needs of the pedestrians and cyclists are fully considered at all redesigned, upgraded, or altered crossings. In particular we ask that the hazard presented by rail tracks to cyclists and the effects of permeability on pedestrian/cycle accessibility are fully considered. As such we welcome the widening of level crossing 0009 and await the opportunity to comment on the proposed new road layouts at the crossing.

In the interest of an integrated transport system, all crossings of the line should be able to cater for heavy vehicles, e.g. buses, to provide the best possible intermodal connectivity in the future.

Observations

Connectivity across the rail line

We want to highlight one substantial observation regarding crossings of the line with other transport infrastructure.

In connection to Cork County Council's Midleton Cycleway Scheme (Pedestrian and Cycle Route from Ballinacurra to Midleton, Public Consultation in Nov/Dec 2020), plans for a combined pedestrian and cycle route from Midleton town centre towards Water Rock were presented. This path was to cross the railway line in an underpass ca. 100m west of the railway bridge across the Owennacurra River (at about km 9.75 of the line). In the here presented documentation (Preferred Option Drawings, sheet 26 of 28), there is no indication of such an underpass to be built as part of the Twin Track project. (Reference for the underpass: AECOM, General Arrangement Midlton to Water Rock, sheet 6 of 7, Nov 2020, see attached for information)

We strongly suggest that this underpass be included in the current project to allow for better connectivity for active travel across the rail line and within the town of Midleton.



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Futureproof platform/train lengths

As a general observation regarding futureproofing the rail infrastructure we suggest that platform lengths are being planned to cater for longer trains to meet capacity needs in future decades (minimum 6 car trains/units). While we understand that within this current project no additional platforms will be built (both Carrigtohill and Midleton stations already have 2 platforms), future extensions of these platforms – and the preparation of additional stations, e.g. Water Rock – are dependent on signal locations (and land ownership). As upgrade of the signalling system is part of this project, the option of future longer platforms shall be considered.

Longer trains should be seen as an alternative to the eventually proposed 10min frequency which (in overlap with the Cobh branch will result in a 5min frequency) might at some stage lead to constraints in track capacity, esp. in Kent Station. The option of shorter high capacity trains by using double deck rolling stock might be ruled out by the restrictions in loading gauge (under existing bridges) as part of preferred Option 3.

We appreciate the improvement in public transport services that double-tracking of the Cork-Midleton line will enable and we strongly support this scheme. We trust that our observations will be considered. The TMF would be obliged to further contribute to plans and proposals for the development of Cork's future public transport system.

In case of any questions please do not hesitate to contact us at any time under tmfcork@gmail.com.

Kind regards

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator

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/>