

Adrian O'Neill
Barry Transportation
3 EastGate Road
EastGate Business Park
Little Island
Co. Cork

16th November 2018

Re: Submission on draft final Little Island Transportation Study (LITS)

To Whom It Concerns,

Cork Chamber is the leading business organisation in Cork proactively working to identify and progress developments that are facilitative of economic growth into the future. Cork Chamber represents an employer base of close to 1,200 businesses and over 100,000 employees across the region.

On behalf of our business members, we take this opportunity to commend the development of the strategy, offering our overall support to the premise of the plan based on meeting the residential and business needs of the community. We are encouraged to see the essential inclusion of a mix of transport modes in accessing and traversing the island, alongside the focus on demand-side measures. As with our previous submissions, Cork Chamber is committed to ensuring a diverse, fit-for-purpose, practical and future-proofed transport strategy for the island and we will continue to advocate for the provision of best in class public transport options and private vehicle and pedestrian network and access for commuters, and residents alike. We are committed to seeing movement in the short to medium term and take this opportunity to relay the understandable and growing frustrations of the business community on the island. To offset the growing congestion and the future issues that this will present for growth, we strongly emphasise the need for improvements to be undertaken without delay.

In supporting the objectives and overall focus of the strategy, we do have a number of concerns that we believe need further investigation and sincere consideration in the development of the final plan.

Population and Employment Data

Firstly, we note the LITS population and employment data used in the development of the study is based on the Census 2011 findings. As a considerable seven-year timeframe has lapsed since the census survey we highlight concern that the use of 2011 baseline data is outdated and not current in reflecting the present business operating and residential

landscape. We highlight the change on the island in this intervening period with jobs growth and residential growth on the island. Added to this, there have been significant announcements in recent years which will come into effect from 2019. As a specific example, we highlight the jobs growth with pharmaceutical company Eli Lilly set to double its workforce from 2019 with the addition of a further 500 jobs and the construction of a new €20m office building in the Eastgate Business Park. With 3 major office blocks in planning and a further 250 acres currently zoned for industrial development, we query whether these future developments have been taken account throughout the development of the LITS. Furthermore, we highlight the increased profile of Little Island in the intervening seven years as a shopping and activity destination with retail centres drawing large numbers of shoppers to access Little Island. In our ongoing engagement with businesses on the Island we highlight that our members are, almost without exception, in expansion and growth mode. The cumulative impact of this is that we are deeply concerned with the baseline figures being used. We estimate the employment and population numbers of Little Island as being close to the tipping point of 13,000 which has been projected as warranting the inclusion of the 3rd road access.

Provision of third access

We wholeheartedly commend the intended improvement in the An Cromptán area and relating to the current eastern entrance. The improvements to be derived from Dunkettle are also critically needed and eagerly anticipated.

However, the omission of a new eastern access point is of deep concern to business members across the island, with concerns to their future growth potential. It is our view that a new access point should be included within the strategy for development in a phased manner immediately subsequent to entrance upgrades. It is also essential that the access is designed to cater to all transport modes.

Therefore, it is essential that the employment and population numbers for Little Island are as truly reflective as possible to the current situation and that future growth projections have been taken account of in robust stress testing of the LITS. Otherwise the real danger is in not pre-empting the growth pipeline, and failing to plan for the future.

Mix of Transport Modes

As Little Island is Cork's largest employment area and a key driver of economic growth across the southwest, it is imperative as with all similar locations that these locations are enabled, adaptive and future-proofed to meet the demands of business, residents and visitors to the island. We are fully supportive of the inclusion of the mobility hub and are encouraged to note the inclusion of measures put forward within the Cork Chamber 2017 submission (appendix 2) now included within the LITS. The convenience of public transport, and the practicality of interchangeable modes of transport will be enormously consequential when promoting a switch from unsustainable private modes of transport to a greater usage and uptake of public transport and sustainable modes. It is essential that such key enablers as the pedestrian access bridge from the train station is initiated within the shortest time period, alongside soft and practical infrastructure engineering works to increase the appeal of rail travel, and walking for commuters. The initiation of the mobility hub is key at the outset and could be influential in alleviating congestion on the island. However, this will only be viable if the proposed shuttle bus, and public bicycle scheme, and secure private bicycle parking is implemented in parallel and to ensure a frequency and level of service that engenders trust and the adoption of a

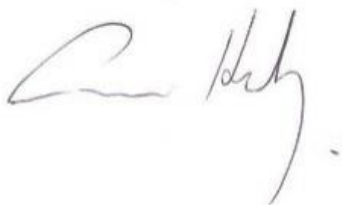
lasting modal shift. We highlight concerns in relation to the proposed timeframe associated with the implementing of bus corridors and bus priority across the island, and recognise the barriers this presents in the provision of a connected regional service onto the island. We strongly emphasise the urgency in ensuring bus corridors are implemented in the fastest possible timeframe.

Cycle & pedestrian infrastructure

To secure a modal shift amongst commuters, it is imperative that safe, secure, segregated cycle and pedestrian access, and network is implemented. The infrastructure implemented must be in line with national guidelines at a minimum but should espouse the best in class possibilities for Little Island. Herein we have an opportunity to develop Little Island as a European best-case example of what can be achieved. The landscaping of the island should also be addressed to complement the infrastructure with increased planting and the achievement of well lit, highly maintained infrastructure to attract commuters to switch from private car. The integration of the Little Island cycle network infrastructure with the developing surrounding regional cycle network infrastructure is absolutely essential here with any poor planning of this network, and a lack of cohesion of the cycle network reminiscent of past planning mistakes. Therefore, it is imperative that the continued commitment and the development of this cycle network engage with the experience and inputs of cyclists that are cognisant of the considerations of seasoned cyclists, and as importantly potential cyclists. It is fundamental that access for cyclists is made as direct and fluid as possible so as to stimulate the opportunities here for a modal shift.

Finally, Cork Chamber shares the commitment of Cork County Council in promoting and supporting the development of the Cork transport network to facilitate the continued and sustainable development of opportunities on Little Island and the greater Cork area and we looking forward to future opportunities to engage on this process in the development of a future-proofed and suitable Little Island Transportation Study that is enabling and not restrictive.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Conor Healy', written in a cursive style.

Conor Healy
CEO

Appendix 1

Submission to Vehicular Capacity Improvement Interventions at Little Island, Co. Cork

16th March 2018

To Whom It Concerns,

Cork Chamber is the leading business organisation in Cork proactively working to identify and progress developments that are facilitative of economic growth into the future. Cork Chamber represents an employer base of close to 1,200 businesses and over 100,000 employees across the region. In representing the voice of business, Cork Chamber adds its strong support to actions focused on improving the capacity of the transport network at Little Island, and the overall accessibility and permeability on the island.

Little Island is home to almost 1,000 companies at present and more than 16,000 employees, is Cork's largest employment area and a key driver of economic growth across the southwest region. As part of our previous submission to the 2017 Local Area Plan for the Cobh Municipal District, Cork Chamber highlighted the need for short term transport measures such as slip way improvements, improved public transport and cycle access to alleviate growing issues around congestion. Traffic congestion in Little Island is a daily occurrence at AM and PM peak times. As economic activity has intensified so has the extent of this problem and the consequent effect on the flow of people (commuter and residential), goods and services to and from the area. With future economic growth plans for the business park will come growth in the number of those accessing the island at these peak times. Current issues with congestion will only intensify unless appropriate actions are taken in the short, medium and long term. Further to this, and in light of the essential upgrade to the Dunkettle Interchange it is imperative actions are progressed.

In September, Cork Chamber made a submission to Cork County Council on the Little Island Transportation Study, see appendix A. Within this we voiced a number of actions communicated to the Chamber from our business members, those commuting to and from Little Island on a daily basis. Cork Chamber are encouraged and on behalf of our business members to note the adoption of many of these actions in the current Part 8 process for the island. We acknowledge the broader remit and longer-term interventions to be covered in the forthcoming Little Island Transportation Study as we are committed in advocating for a diversity of transport modes and to improve the options for both vehicular and non-vehicular transport modes.

In response to the specific interventions proposed, Cork Chamber is encouraged to note the commitment to reducing congestion and journey times for accessing and exiting Little Island. On the second proposed intervention, in relation to increasing the lane provision on the bridge over the N25 to two lanes in each direction via the narrowing of the existing footpaths, we acknowledge the necessity of this intervention to increase the flow of traffic at this pinch point however in doing so we emphasise the need to maintain safe and adequate cycle and pedestrian pathways across this bridge. This planned intervention should be implemented in a way that does not constrain future plans to increase the number of those accessing Little Island business park via sustainable transport modes. Cork Chamber also purposes the inclusion of a combination of planting and/or bollards along pathways on the island and across

this bridge, to green the commuting experience for all. Aside from the aesthetics, this has a very practical function in creating a safer and more comfortable pedestrian experience.

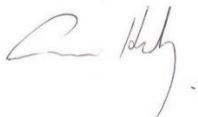
Not directly associated with the proposed interventions in this Part 8 but for future consideration, Cork Chamber highlights the prevailing and dangerous driver habits which have increased in frequency as cars compete at high speed to enter last minute the N25 slipway access to Little Island. Cork Chamber member businesses recommend the installation of traffic segregation poles here to halt those attempting to enter the slip road at high speed to skip the traffic queue. Added to this the increased visibility of An Garda Siochana Traffic Corps at this location is essential to pre-empt the real threat of collisions here.

In addition, the Little Island access at the old Cork Midleton Road adjacent to this bridge is dangerous during peak times, with drivers heading from East to West skipping the line of traffic queuing to get onto the Island by moving partially into the oncoming lane. This should be examined.

Cork Chamber emphasise the value of ongoing monitoring and review of these interventions with the overall aim to ensure their effectiveness against their desired purpose.

In conclusion, Cork Chamber takes this opportunity to highlight the benefit and value of engagement with the local business and residential community and look forward to future opportunities to engage. Cork Chamber robustly supports the proposed upgrades and asks that the above be taken into consideration in the deciding of the final details. Finally, Cork Chamber shares the commitment of Cork County Council in promoting and supporting the development of the Cork transport network to facilitate the continued and sustainable economic development of the Cork region.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Conor Healy', with a small flourish at the end.

Conor Healy
CEO

Appendix 2

Submission re Little Island Transportation Strategy

01 September 2017

Cork Chamber welcomes the opportunity to submit comments and suggestions to Cork County Council and its appointed consultants as part of the preparation of a future transportation strategy for Little Island.

As the largest industrial and commercial space in the Cork Metropolitan Area, Little Island acts as a critical location for economic activity, catalysing growth in the Southern region. Having only two access and exit points and almost 6,000 people employed in the area, with plans to attract another 2,000 jobs to the Island under the recently published Local Area Plan, Little Island experiences significant traffic congestion issues particularly at peak commuting times, which Cork Chamber expects to exacerbate both in the short and medium term unless appropriate measures and investment is made to better manage traffic on the island and the surrounding area.

On behalf of our 1,200 members, Cork Chamber thus welcomes the commitment by Cork County Council to undertake a study into traffic flow on Little Island and to put in place a long-term transportation strategy for the area. We particularly welcome the project team's willingness to engage directly with employers based on Little Island to identify potential solutions on a rolling basis. Lack of knowledge and dialogue can compound frustration but ongoing conversation is immensely constructive.

Nevertheless, while we fully support the need for a long-term strategy to guide future investment and development within Little Island, it is critical that Cork County Council also commits to implementing any short to medium term measures that will have an immediate positive impact on traffic management on the island.

With the uptake in the economy, many businesses are already looking to expand and attract highly qualified staff. These businesses cannot afford to wait a number of years until they see an improvement in traffic flow. From our members we hear how business currently are finding it difficult to attract staff to Little Island needed to scale their operations. Consequently, we strongly urge the Council to consider immediate relieving measures in tandem with the long term transportation strategy.

Below, we outline the ideas and suggestions raised by our members located on Little Island for consideration as the strategy evolves.

Little Island Traffic

Compounded issues

Little Island users travel to work from a wide geographic base. The traffic issues on the island compound existing frustrations along routes such as the N28, Bloomfield Interchange and Dunkettle Interchange. The issue is very much linked to the wider improvements programme advocated by for by the Chamber in the Capital Plan Mid Term Review, the National Planning Framework, CASP and other associated policy areas.

We ask that Cork County Council in developing a new transportation strategy takes into account how the Dunkettle Interchange Upgrade will impact on traffic in the area, particularly during its construction phase. We ask that interim measures are adopted to mitigate any

negative impacts in the short term in tandem with the longer-term strategy being implemented and funding sourced. Little Island traffic cannot be looked at in isolation from other traffic development plans in the Metropolitan Area.

We also recommend Cork County Council to undertake an assessment of commuting patterns of employees working on Little Island, similar to what has been done in Ringaskiddy to help guide the development of the Transportation Strategy. We note how the survey to date has primarily focused on getting local residents' responses rather than local businesses despite the total number of residents only amounting to one fifth of the total number of employees which hence have a much larger impact on local traffic.

Constrained Capacity

There are a number of potential developments coming on stream in East Gate alone that will bring several hundred additional employees to the area. As such, traffic issues will intensify and any short-term alleviation measures are of absolute importance.

In addition, it is hoped that the development of Harbour Point may now stride ahead following the publication of the Local Area Plan. This is of huge strategic importance to Little Island but will equally add additional strain to the traffic system.

The worst time for traffic is 5 to 6.

We suggest that any measures outlined here which could have an immediate positive impact on traffic are adapted without delay.

Staff Recruitment and Retention

It is a challenge to recruit workers to Little Island, and one of our members explained that they have already seen staff members leave their job to move to another job away from traffic. This sentiment was echoed by numerous members and is a threat to business in terms of ability to attract talent and to avoid the detrimental effects of employee churn.

Interim Alleviation Measures

The following interim measures have been recommended by Chamber members. Members acknowledge that in the medium term a true solution must be sought, but that other short-term measures should also be adopted to alleviate some of the current pressures while permanent options are considered. Cork Chamber strongly urges that these are carefully considered for immediate action. If further clarification or insight on any point is needed please contact Cork Chamber.

Dunkettle Interchange

There must be constant liaison between Cork County Council and Transport Infrastructure Ireland (TII) during construction works on either project.

Where Dunkettle works interfere with traffic flow they must be off peak.

There must also be constant liaison between Cork County Council and TII during these works and during the strategic planning for Little Island to ensure that both developments are mutually beneficial.

EastGate

Our members suggest that lights at the Crompan to ease traffic at the roundabout are installed. It could be lights on the roundabout or a junction.

Define the left lane at the main EastGate Crompan exit as a left turn only and the right lane for straight ahead or right turn. Use clear road markings and potentially bollards to make this distinction.

Measures to control the use of car park shortcuts should be introduced. The use of the route that runs past the entrance of retail units such as the Range and Harvey Norman is of particular concern. The area is frequented by families and children and it is not suitable for commuter traffic to be using this route. Any potential accident resulting from this usage would be inconceivably regrettable. Consider making sections of EastGate business park, e.g. at Range or Harvey Norman, one-way traffic.

Bus service from city centre to EastGate and shuttle bus service from train station to EastGate.

A public bike share scheme in EastGate similar to the Coca Cola bike scheme in the City would be of enormous benefit to commuters accessing Little Island via the train station and/or travelling between meetings. Bike stations should be located across the island to promote the use and access of such a scheme. It is essential that cycle infrastructure is developed in both EastGate and the wider Little Island area to ensure safety

R623 Traffic calming

There should be traffic calming measures in place in the area adjacent to Cork Golf Club to ensure that cars entering and exiting the road from locations such as EastGate do so safely.

R623 Exit to Dunkettle roundabout

The addition of a second lane at this exit point should be considered. This would alleviate the congestion point where the R623 meets the N25 Westbound Dunkettle interchange slip road. Currently, cars cannot slit into the relevant lanes until the last moment leading to unnecessary congestion. The adjacent land is scrub land of no commercial value.

A yellow box where the R623 meets the N25 Westbound Dunkettle interchange slip road would also be advantageous to allow higher parity between those entering from the R623 and those already on the N25 slip road.

Back road traffic lights sequence should be changed in the morning to slow traffic exiting from estate – people using as short cut to tunnel.

R623 Exit to N25 Eastbound and Island Corporate Park (Rockgrove, Glounthaune Old Middleton Road)

Light sequencing at this junction must be responsive to higher volumes of traffic at peak times to maximise efficiency of movement. Alternative lane usage on the bridge should be considered in line with this.

Create a new roundabout coming from Glounthaune to Little Island bridge (turning right has a long wait).

N25 Eastbound Little island entrance to R623

Morning tailbacks at this slip road pose a serious threat to road safety. Light sequencing should be examined to allow larger volumes of traffic to get through with each change.

N40 Exit to Richmond/R623

Another entry lane to Little Island when entering the tunnel should be considered.

Morning traffic build up through the tunnel for cars queuing in a single lane to go around the Dunkettle Interchange to access Little Island via the western end of the R623.

N25 Exit from EastGate

KFC and Main roundabout at NRG: consider adding extra lane for exit.

Multi Modal and Sustainable Transport

Secure bike parking should be made available by businesses at each premises.

Secure daytime and overnight bike parking should be made available at Little Island train station enabling multimodal options for commuters accessing the island. If secure overnight bicycle parking were available, commuters may be more inclined to use the train in accessing Little Island, where they can then switch mode to bicycle thereby easing vehicle congestion within the Island

A city 'Coca Cola' style bike scheme should be made available at the station and at multiple points around the island. This should be integrated with the city scheme.

City Centre Connectivity

If car traffic is to be reduced and far more sustainable rail and bus options are to be provided, the answer lies not in Little Island but in improved public transport connectivity in the city centre. In order to make public transport a more viable option to car usage the connectivity and integration between the rail and bus stations in the city centre must continue to be improved and upgraded so commuters can easily change from one route to another without having to cross the city on foot. Any user frustration in this leads to reliance on car usage.

As with this, an increase in the bus services stopping at/ departing the bus service would be beneficial in promoting bus/ train usage.

Commuter Train Line

Early schedule to be added to train for Bank Holidays.

A shuttle bus departing and arriving to the Little Island train station at regular intervals and in line with the train arrival/ departure timetable, ferrying commuters within an acceptable proximity to their respective workplaces would alleviate concerns that deter many commuters from using public transport such as walking distance to workplace, weather factors, safety concerns.

Medium Terms Solutions

In addition to the interim solutions suggested above, our members have identified a number of medium term proposals which we ask to be carefully considered.

New N25 Easterly Entrance/Exit

A new entrance located to the east of the current entrance at Ballytrasna would facilitate access to the more easterly side of the island. This would facilitate the development of Harbour Point and ease pressure on some of the more mature estates at this side of the island. It would remove the bottleneck adjacent to the Top Garage junction.

R623 Exit to N25 Eastbound and Island Corporate Park (Rockgrove, Glounthaune Old Middleton Road)

The current infrastructure should be retained to enable ease of access from the old Middleton Road.

This should be supplemented with slip road entrance and exit that does not require stopping or traffic lights such as that seen on the new plans for the Dunkettle Interchange.

Connectivity between estates

The current network of estates is unnecessarily impermeable for both car and pedestrians/cyclists. Connections should be put in place to promote sustainable transport options, including the addition of bus routes and to alleviate pressures on the R623 and other internal Island roads.

Bus/Carpool Lanes

To be encouraged in all future infrastructure and retrofitted to the existing.

NB bus share / park and ride will not be attractive unless specific purpose-built bus lanes are introduced to ensure people do not end up just sitting in traffic in buses instead of their own cars.

Real Time Information

Colour code traffic management: Highlighting hot spot areas/alerts on traffic in the evening

Other Suggestions

- Flexibility on core hours from all Estate Companies.
- Start and finish 10-15 minutes before/after standard shift times, e.g. 3.45pm instead of 3.30pm.
- Carefully consider the appropriateness of granting new planning permissions for car-dependent businesses in EastGate until (at minimum) interim suggestions are implemented.
- Any upgrades possible to the N28 should be made in the interim prior to M28 works begin.
- Explore the opportunity for using the disused road by the Dunkettle interchange running East/West as a possible interim measures to alleviate pressure at the roundabout.