

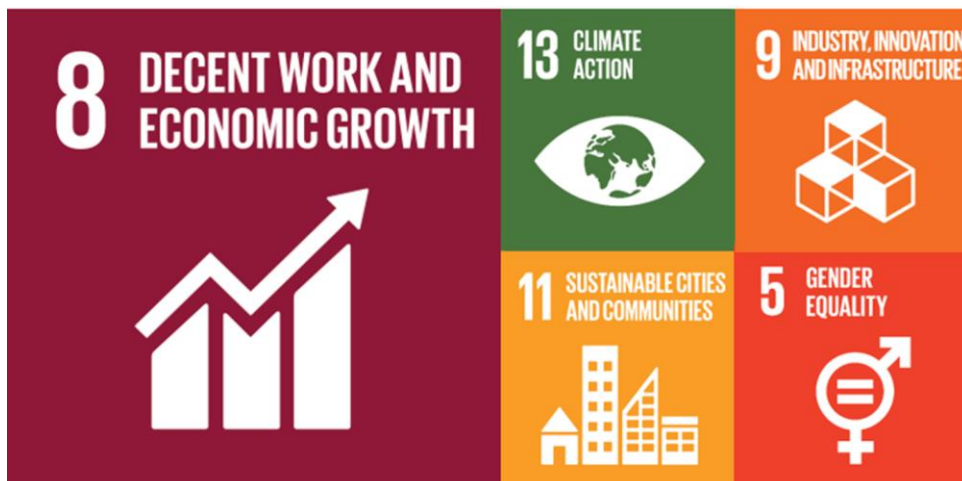
21 February 2020

Re: Pedestrian and Cycle Route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune

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 and sustainable growth. Representing an employer base of close to 1,200 businesses and over 100,000 employees across the region, Cork Chamber is the largest business representation organisation in the south of Ireland.

This submission has been guided by our commitment to the UN Sustainable Development Goals. Five specific goals have been identified by the Chambers Ireland network which we actively advocate for throughout our work;



The planned Pedestrian and Cycle Route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune is welcomed by Cork Chamber as a necessary and important functional piece of infrastructure for Cork. Quality of life, placemaking and sustainability are increasingly critical

determinants for investment decisions and talent attraction. We commend Cork County Council and their partners for proactively pressing ahead with this project.

The rollout of the Cork Cycle Network as incorporated in the Cork Metropolitan Area Transport Strategy is essential to the economic resilience of Cork. We note the complementarity with the Little Island Transport Strategy which is essential to add mixed mobility to this intense employment hub which is currently almost exclusively dominated by single occupancy car usage. We also note the complementarity to the Glanmire greenway and to the Midleton to Youghal greenway.

In the context of this enhanced connectivity we take this opportunity to highlight that with onward connection from Carrigtwohill to Midleton, a Youghal to Cork City cycle corridor would become a reality offering a safe cycle and pedestrian corridor that would be exemplary and without precedent in an Irish context, bringing multiple benefits from increased tourism to improved quality of life for residents, and potential for mid-distance cycle commuting. Onward connectivity to Cobh and Whitegate should also be actively planned for and implemented to maximise the value of our exceptional and unique harbour.

In reviewing the detail of the application, we also make the following observations:

- A low rail or barrier should be incorporated on all sections that run immediately parallel to the road. The barrier would provide additional safety to ensure that a pedestrian, cyclist, dog or child does not accidentally enter the road. This would positively impact on both actual and perceived safety and enhance the attractiveness of the route for all. The barrier need not be overly specified as this could be prohibitive from a cost perspective but should be considered in a practical manner. Sturdy timber barriers are used at some points of road frontage along this route in Glounthaune already and could act as a reference point from a design perspective.
- The route offers potential for indigenous planting to soften the visual hard edge with the road, enhance biodiversity, drainage, dampen noise, pollution, and dust from traffic. The Chamber recommends that this opportunity should not be missed as it would detract from both the user experience and environmental opportunity.
- The detail of the points of intersection of the route with road users at crossings and junctions will be critical to safety and to success. As ever, there must be an onus on vehicles to give way to the more vulnerable road user. Junctions should use best in class marking, surfaces and signage to ensure that road users are left in no doubt that they are interacting with a pedestrian and cycleway.
- The route is mixed between pedestrians and cyclists which is most likely a practical necessity, however some guidance should be provided for both sets of users so that when they do meet, pass and interact there is common understanding of etiquette and expectation. Signage would be helpful as, due to the lack of such infrastructure in Cork, educating users will be important to success. Consideration should be given to adding a segregating line for both sets of users marked on the ground surface.
- Pedestrian crossings along the route will be important for safe usage and should be enhanced in this design. We note, the junction at Little Island and the crossing adjacent to

the Glounthaune Church Car Park as obvious areas of existing pedestrian traffic that will only be increased by the new infrastructure.

- Much needed traffic calming and centre islands at the entrance to Little Island has had the unintended consequence of creating tailbacks and rerouting of traffic along the parallel Glounthaune NS route. It is possible that a reconfiguration of this will be required and as such it may be prudent to step the cycleway closer to Rockgrove Industrial Estate, should any additional land be required to facilitate this.

We commend Cork County Council for their work and request that the above comments are carefully considered in the final design considerations and construction.

Best regards

Thomas Mc Hugh

Director of Public Affairs

Cork Chamber