

Cork County Council

**Carrigaline Transportation and
Public Realm Enhancement Plan**

Public Consultation Report Stage 2

Issue | 19 July 2021

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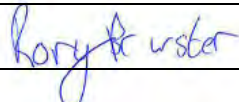
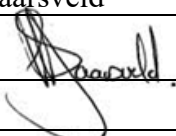
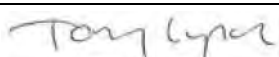
Job number 277833-00

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Document verification

Job title		Carrigaline Transportation and Public Realm Enhancement Plan		Job number		277833-00	
Document title		Public Consultation Report Stage 2		File reference			
Document ref							
Revision	Date	Filename					
Draft 1	18 Mar 2021	Description	First draft				
			Prepared by	Checked by	Approved by		
		Name	Rory Brewster	Simon Van Jaarsveld	Simon Van Jaarsveld		
		Signature					
Draft 2	5 Apr 2021	Filename					
		Description	Second Draft				
			Prepared by	Checked by	Approved by		
		Name	Rory Brewster	Simon Van Jaarsveld	Simon Van Jaarsveld		
		Signature					
Issue	19 Jul 2021	Filename	Public Consultation Report Stage 2.docx				
		Description	Final Report				
			Prepared by	Checked by	Approved by		
		Name	Rory Brewster	Simon van Jaarsveld	Tony Lynch		
		Signature					
		Filename					
		Description					
			Prepared by	Checked by	Approved by		
		Name					
		Signature					

Issue Document verification with document



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1 Introduction

Arup was appointed to carry out the Carrigaline Transport and Public Realm Enhancement Plan (TPREP). This plan is carried out in five stages including Stage 1: Baseline Report, Stage 2: Public Consultation, Stage 3: Strategy development, Stage 4 Public Consultation and Stage 5: Final Report.

This report documents the first round of public participation that was carried out in Stage 2.

The objective of the first round of public participation was to hear the views of public in Carrigaline in terms of its strengths, where improvements can be made and comments on public realm and transportation infrastructure.

2 Public Participation Process

2.1 Timeframe

The first round of public consultation took place over a three week period between 8 February to 1 March 2021. The project was introduced to the public, who was invited to make submissions. Covid restrictions prevented any exhibition event taking place at a physical location.

2.2 Website

Public consultation therefore took place virtually by creating a webpage on the Cork County Council's website at: <https://www.corkcoco.ie/en/traffic-and-transportation/carrigaline-transportation-and-public-realm-enhancement-plan>.

The website included a short introduction of the Carrigaline TPREP project and an invitation to make submissions to the County Council. The website also included a voice over video that outlines what a Transportation and Public Realm Enhancement Plan is, what is to be achieved by such a plan and what it will focus on, the vision for Carrigaline, statistics on Carrigaline today and the need for change. The video concludes by inviting the public to make a submission in relation to the plan and information was provided on how to provide feedback and dates of when the consultation process will be running.

Comments and observations could be submitted online on www.yourcouncil.ie, by email to trafficandtransport@corkcoco.ie or in writing to Cork County Council.

2.3 Advertising

Various media were used to advertise the public consultation process to ensure that as many as possible people were reached. These included the following:

- An advertisement was placed on Facebook re the Carrigaline TPREP Public Consultation. Elected Members also posted this information on their personal Facebook pages;
- The process was advertised in newspapers including the Irish Examiner, Southern Star and the Carrighoun.

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NEWS

The Carrigdhoun
20th FEBRUARY, 2021

Carrigaline Transportation and Public Realm Enhancement Plan (TPREP)

Cork County Council have engaged the services of Arup Group consulting engineers to prepare a Transportation and Public Realm Enhancement Plan (TPREP) for Carrigaline. The objective of the TPREP is to integrate the future transportation requirements of the town with the public spaces, in order to provide an integrated and enhanced urban setting.

In doing so, the TPREP will endeavour to ensure ease of movement throughout the town. It aims to provide an attractive urban environment celebrating the assets of the town and providing space for people to meet, sit, talk, enjoy being outdoors and allow businesses to flourish.

As part of the process Cork County Council would like to hear the views and opinions of residents, community groups, businesses and other interest-

ed parties as to how they perceive the town currently and the transportation related (active travel, public transport and roads) and public realm interventions that they would like to see implemented as the town develops. These submissions will be collated and considered in the drafting of the TPREP.

Mayor of the County of Cork, Cllr. Mary Linehan Foley invited submissions saying:

"The initiation of the Carrigaline Transportation and Public Realm Enhancement Plan is great news for the community of Carrigaline and its neighbouring towns and villages. It is vital that residents and businesses play an active role in shaping the future of their town."

Chief Executive of Cork County Council, Tim Lucey added:

"As the largest town in the Council's

Local Authority Area, Carrigaline plays an important role for its residents, neighbouring towns and the county as a whole. We look forward to working alongside the community of Carrigaline in this important step towards securing future social, cultural and economic growth."

A subsequent round of public consultation, presenting the measures proposed under the TPREP, will take place once the draft plan has been prepared.

A video presentation providing an overview of the project and outlining how you can engage in the preparation of the plan is available on Cork County Council's website at www.corkcoco.ie/en/planning/traffic-transport.

The latest date for submission of any comment or feedback is Monday 1st March 2021.

PUBLIC NOTICE

CARRIGALINE TRANSPORTATION AND PUBLIC REALM ENHANCEMENT PLAN

Cork County Council is currently preparing a Transportation and Public Realm Enhancement Plan (TPREP) for Carrigaline. As part of this process we want to hear the views and opinions of residents, community groups, businesses and other interested parties as to how they perceive the town currently and the transportation related (i.e. active travel, public transport and roads) and public realm interventions they would like to see as the town develops. These submissions will be considered in the drafting of the TPREP.

A subsequent round of public consultation, presenting the measures proposed under the TPREP, will take place once the draft Plan has been prepared.

A presentation providing an overview of the project and outlining how you can engage in the preparation of the Plan is available on Cork County Council's website at: www.corkcoco.ie/en/planning/traffic-transport

Comments and other visions may be submitted online on www.corkcoco.ie by email to: infocore@corkcoco.ie or by writing to: Senior Engineer, Cork County Council, Traffic and Transportation, Planning and Development Directorate, Floor 11, County Hall, Cork, on or before Monday 1st March 2021.

It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.

Personal information may be collected by Cork County Council to enable the processing of your submission request. Cork County Council can legally process this information as necessary to comply with its statutory obligations. Your submission will be processed in line with the Council's privacy statement which is available at www.corkcoco.ie

Figure 1: Advertisement placed in The Carrigdhoun

- A 30 second radio advertisement was made and played 41 times on 96FM for a period of a week between 11 and 17 February 2021;
- Posters was put up at the Cork County Council Area Office and the Carrigaline Supervalv noticeboards shown in **Figure 2**.

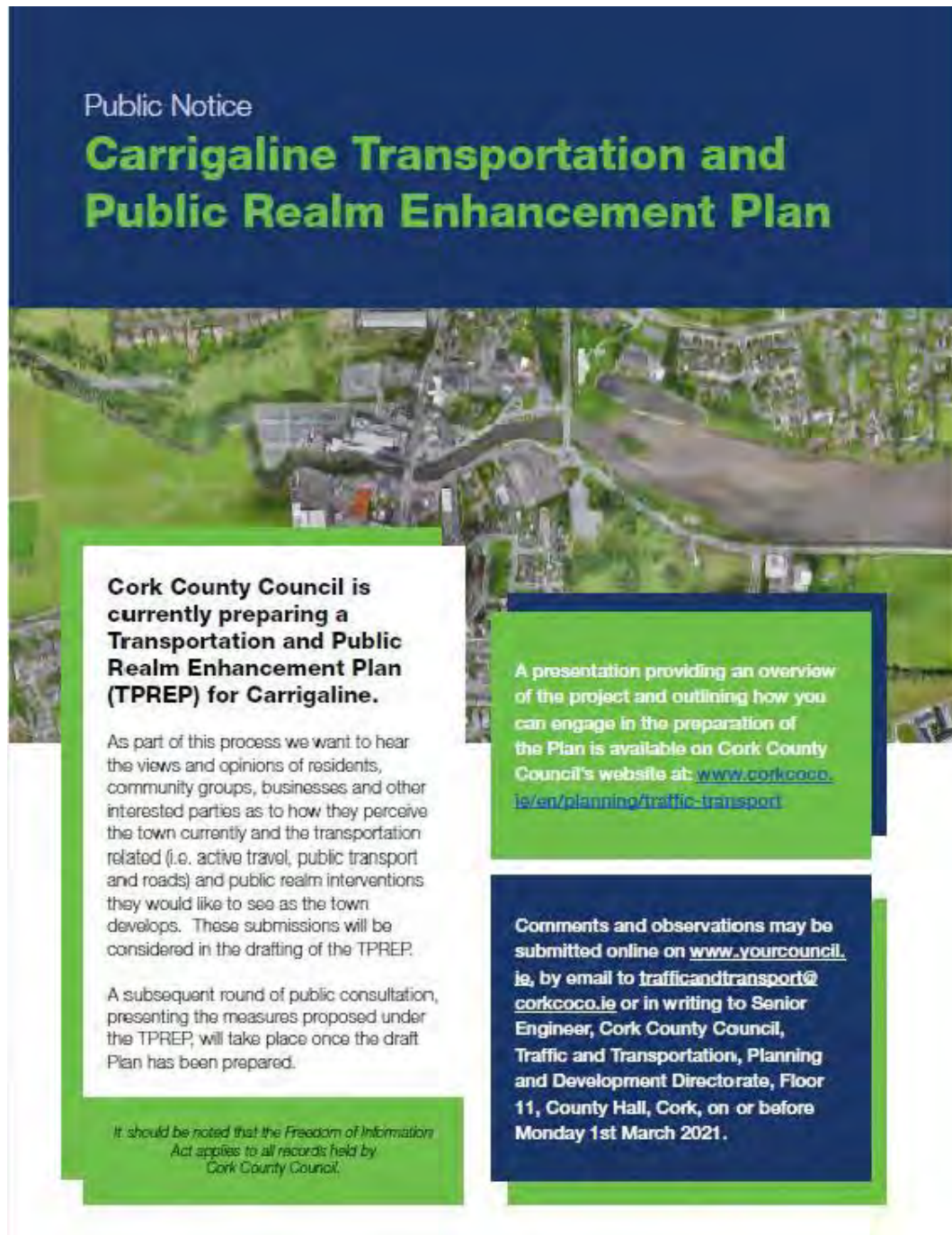


Figure 2: Poster developed for Carrigaline TPREP

2.4 Response to the Public Consultation

The public consultation process attracted substantial attention in the media. These include the following:

- 95 submissions were received including 79 from public, 9 from interest groups, 4 from elected members and 3 from developers.
- 3,172 page views of the actual CTPREP page;
- 548 page views of the CTPREP news item on the CCC website;

- The Facebook advertisement received 56,625 impressions and 1,131 link clicks.

The greater majority of the submissions were received digitally, although some paper submission by post were also received.

3 Themes Raised in the Submissions

3.1 Introduction

All 95 of the submissions received were reviewed and the issues raised were categorised, summarised, and analysed. A total of 16 main themes were identified during this review process. The frequency of each of these themes has been listed below in **Table 1** and **Figure 3** shows the results graphically. Note that a submission may contain multiple themes, and so the total frequency is higher than the total number of submissions.

Further information on specific issues raised within the submissions has been provided in the following sections.

Table 1: Frequency of Themes raised through the Submissions

Theme	Frequency of Submissions
Traffic	55
Pedestrian	38
Cycling	37
Public Transport	22
Public Realm	19
Parking	12
River Usage	11
Bridge	9
Amenities	7
Trees	6
Planning	6
Green Space	4
Lighting	4
Waste	3
Flooding	2
General Environment	3

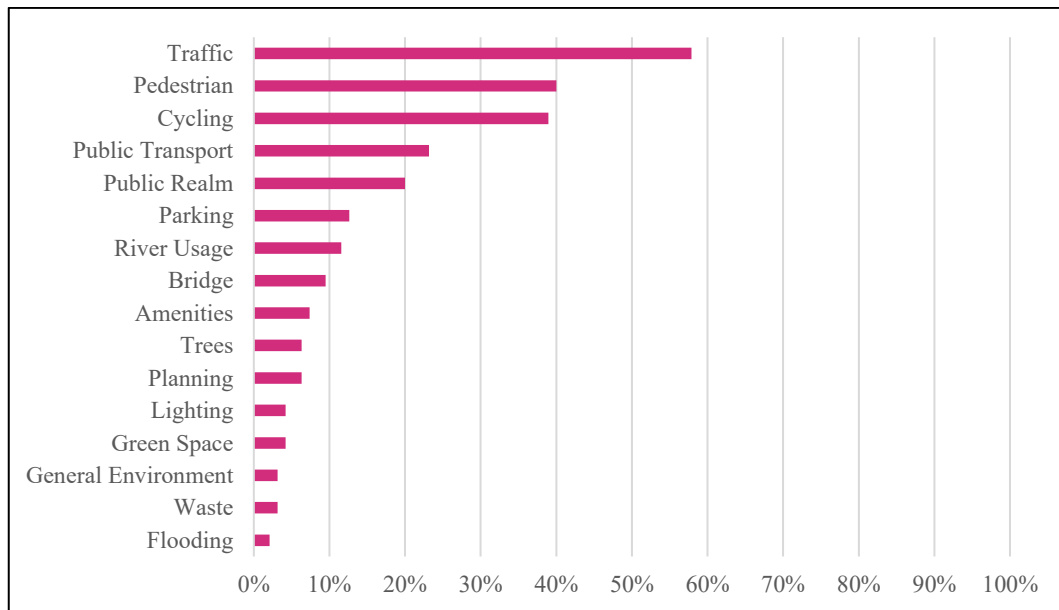


Figure 3: Summary of issues raised

3.2 Theme 1: Traffic

The most frequent point raised throughout the submissions was the issue of traffic in the town. Of the 95 submissions received, 55 directly mentioned traffic issues. A portion of the remaining 40 submissions, however, most likely did see traffic as an issue based on the suggestions made, but did not directly mention it, while another portion of provided suggestions that had no relation to traffic.

Within this theme, the main issues/suggestions raised were:

- Very high levels of traffic in the town, particularly along Cork Rd through the centre of town;
- Traffic coming to/from Crosshaven, with some suggesting a new bridge to the east of the town;
- A number of specific traffic management solutions were suggested, with some ideas for specific roads/junctions, and some presenting overall traffic management solutions for the town, including one-way systems and banned turns; and
- A number of submissions mentioned that they often drive to Douglas to go shopping rather than into the centre of the town due to traffic issues.

3.3 Theme 2: Pedestrian

38 of the 95 submissions mentioned pedestrian issues or suggested pedestrian improvements.

Within this theme, the main issues/suggestions raised were:

- Narrow footpaths in the town, with numerous suggestions to widen them;

- New pedestrian areas/plazas;
- Full pedestrianisation of streets, or the whole town;
- Construction of footpaths along the outer rural roads leading to the town; and
- Some suggestions were in relation not the riverside, with suggestions of walking routes along the river or construction of boardwalks.

3.4 Theme 3: Cycling

37 of the 95 submissions mentioned pedestrian issues or suggested pedestrian improvements.

Within this theme, the main issues/suggestions raised were:

- A lack of cycling infrastructure in the town, with suggestions for new cycle lanes/routes;
- An increased provision of cycle parking within the town;
- A desire to improve or extend the Crosshaven Greenway, particularly its connection to the centre of the town;
- Improving the cycle connection to Ringaskiddy; and
- Providing cycle racks on the front of buses.

3.5 Theme 4: Public Transport

22 of the 95 submissions mentioned public transport issues or suggested public transport improvements which included the following:

- Park & ride facility;
- Light rail to Carrigaline;
- Increased frequency of bus services;
- New or altered bus routes to cover specific areas of the town such as Castle Heights;
- New or altered bus routes to provide connections to specific places such as Ballincollig and Minane Bridge; and
- Routes removed from specific roads/areas such as Waterpark.

3.6 Theme 5: Public Realm

19 of the 95 submissions mentioned public realm issues or suggested public realm improvements.

Within this theme, the main issues/suggestions raised were:

- Increased quantity of seating throughout the town;

- Conversion of existing spaces into pedestrianised/plaza spaces. The Owenabue Mall car parking was specifically cited in a number of submissions;
- An increased level of outdoor dining and the provision of adequate space to enable this;
- Introduction of public art such as sculptures and fountains;
- Suggestions for pedestrianisation of certain roads within the town, or in some cases, the whole town; and
- Pedestrian Cork called for all public realm to be designed in accordance with DMURS, Universal Design, Age-Friendly and Child-Friendly principles.

3.7 Theme 6: Parking

12 of the 95 submissions mentioned parking issues or suggested parking improvements. These consisted of a mix of opinions, with some requesting more parking, and some requesting less.

Within this theme, the main issues/suggestions raised were:

- Requests for removal of on-street parking along main street or other areas;
- Requests for increased levels of car parking overall within the town;
- Insufficient parking at schools; and
- Better enforcement of parking in terms of time and usage of spaces.

3.8 Theme 7: River Usage and Access

11 of the 95 submissions mentioned the use of the river, and some provided suggestions about how to better utilise the river and allow improved access to it.

Within this theme, the main issues/suggestions raised were:

- Improved pedestrian access to the river and additional walking routes along the river; and
- Improved usage of the river for recreation and sports such as kayaking, canoeing, boating etc. and the construction of associated facilities such as slips or pontoons.

3.9 Theme 8: Bridges

9 of the 95 submissions mentioned bridges.

Within this theme, the main issues/suggestions raised were:

- Desire to see a new bridge constructed to the east of the town in order to better facilitate traffic going to/from Crosshaven;
- One submission was made specifically in opposition to a new bridge, calling instead for improved cycle and public transport facilities; and

- One submission suggested a new pedestrian bridge within the town.

3.10 Theme 9: Amenities

7 of the 95 submissions referred to a lack of amenities in the town, with many suggesting amenities they'd like to see.

Within this theme, the main issues/suggestions raised were:

- Some referenced public amenities such as swimming pools; and
- Some referenced new retail units, or commercial uses such as cinemas.

3.11 Theme 10: Planning

6 of the 95 submissions referenced the generally planning of the town and had issues with or suggestions about how the town was developing:

Within this theme, the main issues/suggestions raised were:

- Most of these submissions noted that too many houses were being built in town, with one submission calling for a ban on all new housing for a period of time;
- Some had concerns with the amount of development in certain areas, largely related to the traffic caused;
- Pedestrian Cork provided a number of planning related suggestions, such as a programme to identify dereliction, a living over the shop scheme, an active frontage policy, and permeability assessments of the town.

3.12 Theme 11: Trees

6 of the 95 submissions mentioned trees, and all of these submissions suggested an increased number of trees planted within the town.

3.13 Theme 12: Green Space

4 of the 95 submissions mentioned the need for more green space:

- Two of the submissions specifically asked for a new park in the Janeville area; and
- The other two submissions called for a large sized park within the town, similar to Ballincollig or Hawlboline.

3.14 Theme 13: Lighting

4 of the 95 submissions related to public lighting:

- These submissions generally suggested the addition of public lighting, with some citing specific locations such as Rose Hill, Ferney Road, Kilmoney Road and Town Park; and
- The Cork Chamber suggested greater consideration given to selecting the appropriate type of lighting at design stage.

3.15 Theme 14: Waste

3 of the 95 submissions mentioned waste related issues, these issues were never the primary reason for the submission and were always references along with other issues:

- These submissions all suggested adding more bins in the town, with two of them specifically citing dog fouling bins.

3.16 Theme 15: General Environment

3 of the 95 submissions received brought up issues about the general environment and biodiversity:

- The general cleanliness of the town was raised as an issue; and
- Concerns about biodiversity were raised and a suggestion were made to increase the number of pollinator plants in the town.

3.17 Theme 16: Flooding/drainage

2 of the 95 submissions related to flooding / drainage:

- Both submissions referred to flooding and drainage issues along specific roads such as Rock Rd and in the vicinity of Dunnes/Lidl.

4 Business Submissions

This section provides an overview of the specific submissions received by businesses, which is outlined below:

4.1 Aldi

The developers of the Old Pottery / Aldi site noted that they have been developing a masterplan in conjunction with the Council since November 2020. The submission states that the masterplan will contribute to the regeneration and rejuvenation of the town centre, which will include a mix of retail, commercial and residential uses. It will aim to provide an enhanced public realm and also provide pedestrian, cyclist, and vehicular connectivity to the town.

The developers state that these proposals are ‘fully aligned’ with the TPREP project, and they look forward to continued engagement with the Council to advance their proposals.

4.2 Dairygold

This submission outlined Dairygold’s current proposals to develop a high-density residential development on their lands in addition to existing retail uses, with enhanced public realm and improved vehicular/pedestrian/cycling access off Kilmoney Road, along with pedestrian/cycling access via Main Street.

Dairygold state that they welcome the opportunity to explore how their lands can contribute to achieving the goals of the project.

4.3 O’Callaghan Properties

This submission highlights O’Callaghan Properties’ land in the south west of the town, which is currently zoned for ‘Medium B density residential development’.

They note that the ‘poor quality of Mountain Road’ along with issues around pedestrian/cycling routes are delaying the development of their land. They note that currently residents along Mountain Road predominantly rely on private transport for journeys into the town due to the poor quality of the road and lack of footpaths.

They reference CMATS and indicate their support for the public transport and cycling networks.

They indicate support for this project, and acknowledge that traffic in the town centre has an adverse impact on the pedestrian experience, along with their specific desire to see Mountain Road to be upgraded to allow for pedestrian and cyclist connectivity from their site to the town centre.

5 Interest Group Submissions

This section provides an overview of the specific submissions received by seven interest groups.

5.1 SECAD – My Town Plan

This submission came about as a result of a series of ‘My Town My Plan’ talks and workshops. It outlines a vision to see Carrigaline as a sustainable travel hub, an age friendly town, and a 15-Minute town. Their submission in particular relates to pedestrians, cyclists, and public realm.

It outlines the inadequacies in the town’s current pedestrian infrastructure and calls for pedestrian footpaths to be widened within the town while also noting the need for pedestrian footpaths along many of the arterial roads leading into the town. It also asks for traffic speeds to be reduced in the town through traffic calming measures as well as providing an increased number of pedestrian crossings, particularly at junctions.

The authors of the submission would like to see cycling infrastructure designed with all users in mind, such as children, teenagers, and those on non-standard trikes and bicycles adapted for the disabled.

It was noted that current on-street parking is dangerous for cyclists, and that segregated facilities should be provided. The authors look forward to the Lee-to-Sea Greenway being completed and noted the benefits that other greenways have brought to towns in Mayo and Waterford. It was also noted that a stronger connection between the town centre and the greenway would be of benefit, allowing greenway users to stop off in the town.

Public realm improvements and the proposed use of the river are welcomed. The use of limestone and sandstone materials is encouraged and it is suggested to use trees for natural shading.

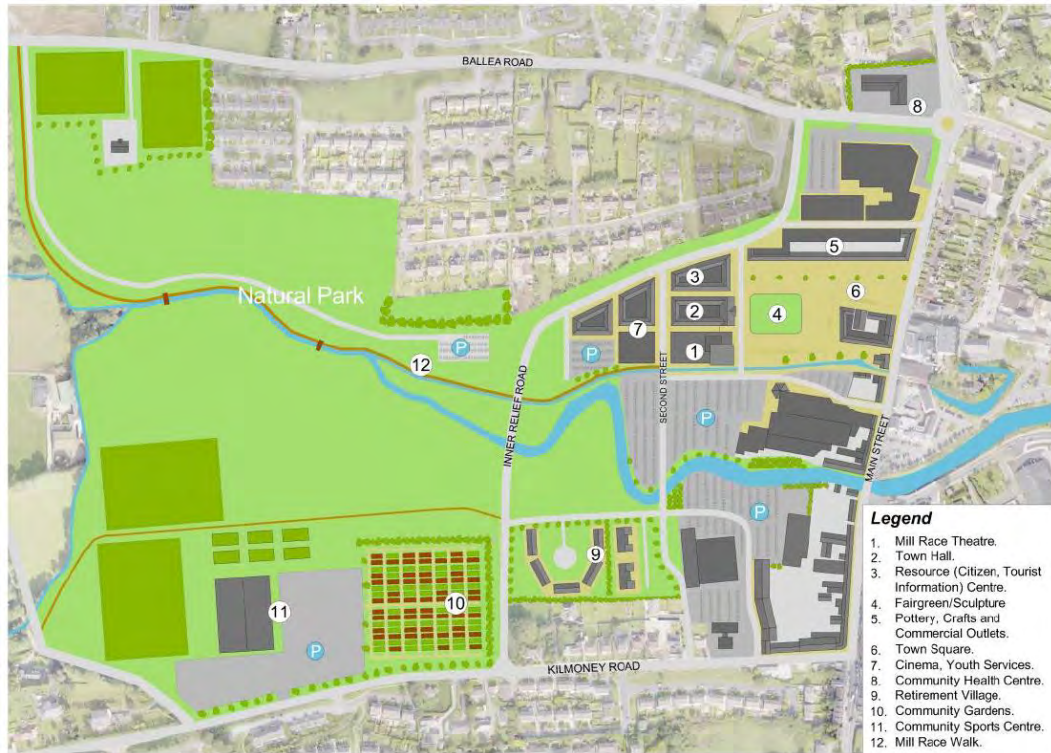
A SWOT analysis is also included as part of their submission.

5.2 Carrigaline Community Association, Planning & Environment Committee

This submission outlined a number of suggestions under the themes of ‘Town Plan’, ‘Environment & Heritage’ and ‘Community Services’:

Town Streetscape

- Increased connectivity with the removal of grey palisade fencing;
- Additional parallel street with pedestrian routes to Main Street;
- A pottery workshop and centre within the town;
- A new town centre on the old pottery site as shown below:



Traffic and Parking

- The inner relief road appears to primarily facilitate access to large shopping centres;
- The planned road seeks to restrict connectivity for residents of Nova Court;
- Outer relief road will reduce traffic congestion in the town; and
- Green Bus routes and light rail solutions should link the town with Cork City.

Environment and Heritage

- Linear Park & Walking routes. The area to the west of the town should be utilised as a linear park which should be linked to the town by walking routes;
- Conservation of historical sites should be considered.

Additional Community Services

- New buildings for primary schools;
- Increased sports and recreation facilities;
- Family support initiatives, as outlined in a separate ‘Carrigaline Family Support’ report supported by the HSE and SECAD;
- Upgrading of sewage system and flood plain management;
- Permanent garda presence;
- Dedicated workers for street cleaning;
- Community Complex.

5.3 Lee to Sea Greenway Committee

This submission focuses on the proposed Lee to Sea Greenway, which they believe would be the most effective single step that CCC could take to mitigate its transport emissions.

They note that Carrigaline is characterised by its high levels of traffic. They call for a prioritisation of the Lee to Sea and note that it should provide priority to its users over other modes.

They strongly encourage good quality spurs linking the greenway to adjacent areas.

They request that the route connects to the existing Crosshaven greenway and develops links northward and eastwards.

They support measures that deliver the straightest and most uninterrupted route, including the utilisation of filtered permeability measures and utilising CPO's.

They note that the current bridge over the river does not have the space to accommodate vehicular traffic along with fully segregated cycling infrastructure, and request that the bridge be expanded.

The submission outlines specific design standards that they would like to see along the greenway, including limited shared space between pedestrians and cyclists, some usage of shared quiet streets with a 30kph speed limit and avoiding schools, churches etc.

They provide other general suggestions including a 30kph default speed limit in the town, limiting shared pedestrian/cycling space within the town, walking/cycling schemes to schools, and filtered permeability solutions.

5.4 Carrigaline Community Association

The Carrigaline Community Association provides a number of specific suggestions in their submission:

- A one-way system along Main St, with no on-street parking except for time limited business loading and widened footpaths;
- A town centre/plaza to replace Owenabue Car Park;
- A park & ride facility at the outskirts of town including cycling facilities;
- Improvements to the town park including greater use of the river, increased public lighting, and public toilet facilities;
- Increased level of amenities including cycle infrastructure, covered bus shelters and bike shelters, wheelchair access, and E-car charging points; and
- Further examination of the Western Outer Ring Road.

5.5 Transport & Mobility Forum (TMF)

The TMF fully supports sustainable modes and policies and welcome the project. They outline 9 key themes as summarised below:

- Active Travel;
- Connectivity;
- Schools;
- Public Transport / Bus Stops;
- Cycling and Walking Routes;
- Main Street;
- Speed Limits;
- Lee2Sea; and
- Local.

Additionally, they propose a number of local specific measures as summarised below:

- Link between Heron's Wood and Bridgemount, currently these estates have no connection between each other;
- Widening of the Eastern Bridge for walking and cycling;
- Redesign of the R612 and R613 Church Rd junction, possibly to a Dutch style roundabout;
- Creation of an Active Travel corridor along R611 Cork Rd;
- The provision of walking and cycling facilities along the New Western Relief Road;
- Access to Holy Well Primary school from more directions in addition to the current southern entrance;
- Greater levels of local retail, outside of the Main St area; and
- Upgrade of existing walking routes, such as in Waterpark where back garden walls create a tunnel effect.

5.6 Pedestrian Cork

This submission notes the international best practice hierarchy of road users, which puts vulnerable pedestrians at the top, followed by pedestrians, cyclists, public transport, provide rented transport, local business deliveries, local motor traffic, non-local strategic traffic.

Their submission includes 4 key themes with specific suggestions within each

SMART Objectives

- The project should set objectives that are Specific, Measurable, Achievable, Relevant, and Time-Bound; and
- As part of this they encourage working with communities to establish baseline conditions and make the findings available to the community.

Integrated Land Use and Transport Planning

- Identify dereliction and vacancy within the town;
- Cease greenfield development until brownfield land and dereliction is targeted;
- A living over the shop scheme to increase residential density in the town;
- Implement an Active Street Frontage policy of 80% for future development within the town;
- Conduct a permeability assessment of the town centre and suburbs to identify barriers to permeability and potentially create openings to increase permeability, particularly in sprawling residential estates.

Liveability

- Undertake a Town Centre Health Check as laid out by the Heritage Council;
- Include an objective in the plan that all measures must align with DMURS, Universal Design, Age-friendly and Child-Friendly Principles;
- Reduce on-street parking to blue badge and loading bays only;
- Playful spaces should be identified and fostered; and
- Access to green and blue spaces should be prioritised.

Connectivity

- Filtered permeability;
- Prioritise bike lanes and quiet ways;
- Incorporate bike parking;
- Provide safe routes to school; and
- Increase wider connectivity through the Lee2Sea, implementation of routes identified in the Cork Cycling Network Plan to Ringaskiddy and Cork City.

5.7 Cork Chamber

This submission welcomes the project, and notes that the delivery of transport infrastructure and placemaking is a core priority of Cork Chamber members. They note that measures such as this enables future prosperity and quality of life, and conversely, failure to deliver will be an inhibitor of progress.

They note that the improvements planned will be instrumental in supporting businesses, jobs, economic growth and activity, and note the importance of proactive engagement with the businesses in the town.

They note some specific suggestions in relation not the project:

- Additional greening in the form of trees, planters, and SUDS, with a focus on wildflowers and pollinator plants;
- Consideration of street art where the opportunity arises;
- Increased cycling infrastructure with a focus on safety for cyclists at all skill levels;
- High quality pedestrian routes connecting employment, schools, and residential zones;
- Consideration given to appropriate lighting at design stage with consideration for appropriate levels and colour;
- Age friendly design principles, with consideration for users with visual, hearing or mobility impairments, along with adequate seating at regular intervals along walking routes;
- Continued investment in transport routes between Cork City, Carrigaline, Ringaskiddy and Passage West;
- A safe segregated cycle network with consideration for the increase in popularity of e-scooters; and
- A pole and signage audit to reduce any excessive or unnecessary poles and signage.

5.8 Cork Cycling Campaign

This submission welcomes the project and support the objective to encourage greater numbers of residents walking and cycling within Carrigaline. They note the national target of 10% cycling trips by 2020, and that as a compact urban area, Carrigaline should have a 15-25% share of cycling in order to help achieve the nationwide goal. They note the success of similar public realm enhancements in Clonakilty, and hope that a similar level of effort is put into Carrigaline.

They note some specific suggestions for the project:

- Cycle facilities should accommodate everyone whether they are 8 or 80, and not just confident cyclist who can travel at high speeds;
- Avoid schemes that force cyclists and pedestrians to share the same space where possible;
- Fully segregated North-South and East-West cycle infrastructure to form the backbone of a cycle network in the town;
- Particular focus should be given to school routes;
- Filtered permeability solutions should be promoted;
- The Lee 2 Sea greenway should be advanced;
- Inter-Urban Cycle routes should be provided connecting Carrigaline to other nearby areas such as Ringaskiddy and Cork City;

- A 30kph speed limit in the town along with the necessary traffic calming measures to encourage adherence through design;
- An action plan with a roadmap set out the specific measures to be undertaken and the sequencing of those measures; and
- ‘Paint on’ cycle infrastructure that offers no protection do not encourage people to cycle.

5.9 Carrigaline Parish Care of the Earth

This submission, and the parish community, is inspired by Pope Francis’ encyclical of the environment ‘Laudato Si’.

They present a number of solutions which fall under the core principles of this encyclical:

- To see existing pollinator and wildlife areas mapped and protected;
- A commitment to an increase of 15% in the number of diversity of pollinator and wildlife habitats as highlighted in the All Ireland Pollinator Plan 2015 – 2020;
- A commitment to have 75% of all ornamental planting to be pollinator friendly and for new trees to be native Irish varieties;
- Establishment of a Carrigaline community orchard containing native Irish heritage varieties of fruit trees and wildflowers along with a communal space.

Sense of community:

- Provisions of public drinking fountains in parks and public areas;
- Amber shields on LED lights to reduce disturbance of wildlife;
- Additional community spaces and the creation of parklets;
- Usage of limestone and sandstone materials for public realm enhancements, so as not to create a cold unwelcoming area;
- Stone walls without concrete which can benefit wildlife and plant species;
- Re-establish Zebra crossings to improve pedestrian access to the church and schools; and
- Create age-friendly paths to allow vulnerable users to navigate them.

6 School Principal Interviews

As part of the public participation process, the project team undertook interviews with the various school principals in Carrigaline to develop a better understanding of the traffic and transportation issues pertaining to schools. The interviews were facilitated by following a questionnaire developed which contained questions on the following themes:

- Type of school and characteristics;
- Walking to school;
- Cycle to school;
- Available bus services;
- School pick up and drop off;
- Parking availability;
- General comments on transportation network.

The following section provides a record of the conversations that took place during these interviews:

6.1 Sonas Special Primary Junior School

This school is an Early Intervention School for children ages 3 to 6 with a diagnosis of Autism. They employ 8 teachers and 21 Special Needs Assistants.

This school will soon be moving to the new premises on the north western edge of the town along Ballinrea Road, so some of the specific details about the schools current location were not necessary to discuss as part of this interview.

Due to the nature of the school, the children primarily travel to this school in minibus/taxi's which collect them from their homes along with school escorts. 35 of the 42 children that currently attend the school make use of these services, the remainder are driven to the school by their parents/guardians.

Children attending the school come from all over the area, with some up to a 2 hours drive away.

While no students walk to the school, they do go on walks nearby as part of school activities. The principal noted some difficulty with crossing the Cork Rd/Church Rd roundabout due to the lack of signalised crossings. In the new location it is expected that they will need to use the minibus to bring kids to the park due to the less central location.

The school previously had to rely on the public bus for trips to Douglas, which incurred a high cost and a lot of difficulty. They now have their own minibus, which has helped greatly with this.

The current location has an insufficient number of parking spaces, with almost all of the space on their site being used for informal parking. They believe the new site will have a sufficient level of parking.

The principal has a concern about the amount of traffic that the three new schools in the new campus will generate, particularly in the AM peak when all three schools are starting at the same time. It was suggested that perhaps a staggered start time might help.

6.2 Carrigaline Educate Together

This school is a Co-educational Primary School with Special Classes. They employ 32 teachers and 15 Special Needs Assistants, and currently have 469 students.

Most children attending this school are from Carrigaline, but some come from further afar like Crosshaven or Cobh.

After the interview, the principal undertook a travel behaviour survey of the kids, and found that in the junior classes, up to 2nd class, 75% of kids come by car, and 25% come by foot, scooter, bike or bus. In the senior classes it is approximately 50/50.

The principal noted that a traffic warden was recently appointed to man the pedestrian crossing outside the school, which has helped to increase the number of children walking, as parents feel it is now safer. A walking bus, in which children walk to school together along a specified route, was trialled by the school, but they learned that they would be liable for any accidents that occurred and therefore decided not to continue with this initiative. However, the school welcome informal arrangements by the parents to set up walking or cycling buses.

The cycle parking spaces recently reached capacity, and new spaces were added. The principal noted that children cycling often had difficulty navigating the roundabout, due to the lack of pedestrian/cycle signals at the crossings.

Some kids use the public bus, but a minimal amount. There is a school bus which comes from Crosshaven.

The principal noted issues with pick up/drop off areas, and that parents often park along both sides of the road outside, which causes issues with manoeuvring, particularly due to the lack of a turning facility.

The current car park is insufficient, even with some recent additional spaces installed. The principal noted that the land to the east of the school may be available for use, and would welcome additional parking in this area that could be utilised for pick up / drop off.

She suggested that maybe a one way system utilising the existing one-way route within Edmund Rice College could alleviate some of the issues, along with possible staggered start times.

6.3 St Mary's National School

This school is a Co-Educational Primary School and employs 14 teachers, with an additional 14 staff members. The school currently has 210 pupils.

The principal noted some issues with the lack of pedestrian crossings on the road outside of the school, across the road itself for anyone coming from the south, and across the entrance to The Laurels on the northern side of the road. She noted that the gates on the western side of the Community School are closed outside of certain hours, which may restrict some students from walking from this direction.

The principal estimates that approximately 25% of students cycle. She noted that at least two kids have been knocked off bikes by cars along Waterpark Road, and that parking in the cycle lanes is a major issue. They currently have 50 cycle parking spaces, with more ordered.

She doesn't believe that any of the students use the public bus but noted that two of the students come by taxi.

The car park is only available for use by staff and is usually at capacity.

Pick up and drop off is a major issue outside of the school, with cars often parked all over the road and footpaths, with some in the middle of the turning circle or on the grass. Parents park on both sides of the road outside, making it difficult for two-way movement. Residents along the road have complained about the parking conditions and the school often responds by putting cones outside the entrances to houses at pick up times to avoid accesses being blocked. They have often had to call the community Garda to help with issues around pick up/drop off.

6.4 Gaelscoil Charraig Uí Leighin

This school is a Co-educational Primary Gaelscoil which employs 35 teachers, with 45 total staff, and had 670 students in attendance this year. The catchment of the school is primarily just residents of Carrigaline. This school will soon be moving to the new school campus in the northwest of the town, along with Sonas Special Primary Junior School, and Gaelcholáiste Charraig Uí Leighin.

The principal estimates that about 20% of students walk, and about 10% cycle to school. The principal notes issues with the lack of a pedestrian crossing on the northwestern arm of the roundabout, and notes that new cycle lanes have helped with safety.

The principal notes that very few students take the bus, with an estimate of about 10.

Pick up and drop off occurs both within the school grounds, and in the surrounding areas due to a lack of space.

6.5 Holy Well National School

This school is a co-educational primary school, which employs 45 teachers, with 72 total staff, and has 811 students in attendance this year. The catchment of the school is primarily residents of Carrigaline.

The school is currently split across three sites, the main site off Ballea Rd, a site on Cork Rd for junior infants, and a site on Church road for senior infants.

The principal noted that there are plans consolidate these two sites into the main site by means of adding additional floors to the buildings currently on the site.

The deputy principal estimates that about 30% of students walk from home, and about 5% cycle. The deputy principal noted some issues with the footpath width to the west of the school entrance. There are currently about 30 cycle parking spaces that are mostly used, and the school is looking to get more.

The deputy principal noted that some students take the 220 bus from the centre of the town, and that it would be beneficial if there were a bus route that went along the Ballea Rd, perhaps utilising the proposed western bypass road.

For pick up and drop off, the traffic is managed by opening the gate at 8:30 after parents queue along the long entrance road. Teachers drive up the right hand side of the road in advance of this, bypassing the queue of parents before parking. The deputy principal noted that on wet days, traffic is particularly bad, with queues along Ballea Rd reaching back to the centre of the town.

The school currently has about 30 spaces which are used for staff parking only, this is slightly less than is required, and is especially insufficient in the event of all-staff meetings, where staff end up parking informally wherever they can.

The deputy principal suggested that traffic calming measures could be utilised on Ballea Rd, especially at the entrance to the school to decrease the threat of speeding cars along the road.

6.6 Carrigaline Community School

This school is a co-educational Secondary School. They employ about 100 teachers, and currently have 1,060 students, with capacity for 1,200.

The principal estimates that around 40% of students walk to the school. Usually one member of staff mans the pedestrian crossing along the bypass road due to the high speeds, despite the crossing being signalised.

The school currently has about 10 bike racks which are well used, and they are happy to expand if it becomes necessary. Almost all students who cycle come from the eastern side, along Waterpark.

Very few students, if any, use the public bus. There is a Bus Eireann school bus that comes from Ballygarvan.

In terms of drop off, the principal estimates that it is about a 50/50 split between the eastern and western side of the school. On the western side, parents park along the designated spots on the road, and on the eastern side they utilise the turning circle area shared with St Mary's. The principal noted issues with the operation of this area, with cars parked all over it, and difficulty exiting the school, which can cause a 10-15 minute delay.

The school has about 100 spaces which is adequate for use by the staff, but can't accommodate many extra visitors, so a higher level of parking would be beneficial.

The principal also noted that on icy days, the road becomes extremely slippery due to the concrete surface, which is an issue due to the slope of the road.

6.7 Gaelcholáiste Charraig Uí Leighin

This school is a co-educational Secondary Gaelcholáiste, which employs 20 teachers and has 165 students. The catchment of the school is mostly Carrigaline town and Douglas, but some students come from the surrounding areas too. The school is due to move to the new campus in the Northwest of the town along with Sonas Special Primary Junior School and Caelscoil Charraig Uí Leighin. The new school building will have capacity for 500 students, which is unlikely to be reached in the next few years.

The principal estimates that about 30% of students walk to school, and that about 10 students cycle. They currently have 12 cycle parking spaces, and will have more in the new premises.

Some students take the 220 bus, especially those coming from Douglas. The principal felt that the frequency of the service (every 15 mins) was a big positive, noting that some teachers use the bus, and he himself often does when travelling to Douglas.

There is currently insufficient space for drop-off within the school premises. A traffic warden puts cones out whenever the drop off area is full, and parent often park across the road in the community complex or in the church car park.

There are 8 parking spaces for staff, along with 2 students who drive, and there are about 40 spaces provided in the new school site. The principal noted that there is currently bad traffic backlogs in the morning and evenings, particularly at the cross roads to the west.

6.8 Edmund Rice Catholic College

This school is a Co-Educational Secondary School, which employs 42 teachers and 10 Special Needs Assistants, with 44 students currently and a capacity for 600.

The principal noted that there have been some complaints from drivers about students crossing the road in an unsafe manner.

Very few students cycle, with about 8 students regularly cycling, all boys. The school has 100 cycle parking stands, but few are used. The principal noted that the weight of their schoolbags can be a barrier to cycling, along with the general 'driving culture' in which parents are just more comfortable dropping their kids to the school.

Some students do use the public bus, especially those who live on the northern side of the town.

There are very few operational issues with regards to pick up /drop off. The school campus is relatively new, and has enough space with adequate facilities and plenty of parking. The one way system seems to be well designed to minimise issues. There is some queueing to get into the school for 10 minutes in the morning and evening peaks, but this doesn't have any knock on effects.

The car park is primarily used by staff, but some parents park in it while waiting to collect their kids.

7 Conclusion

The first stage of public participation was carried out for the Carrigaline TPREP. The objective of the first round of public participation was to hear the views of public in Carrigaline in terms of its strengths, where improvements can be made and comments on public realm and transportation infrastructure.

The public had the opportunity to submit submissions between 8 February and 1 March 2021. Submissions were received from general public, businesses and interest groups. In addition to the submissions, interviews were also held with school principals to develop a better understanding of the traffic and transportation issues experienced within the vicinity of the schools.

This report documents the feedback from the above stakeholders. Overall, the response to the Carrigaline TPREP was welcomed. There were many proposals and suggestions made in how Carrigaline can improve in terms of transportation and public realm.

The top themes that occurred in the submissions the most frequent included:

- Traffic;
- Pedestrians;
- Cycling;
- Public Transport;
- Public Realm.

There is a call to limit traffic and parking within the town centre (Main Street) and to find alternative routes for the majority of traffic. There are also suggestions for junctions to be improved to operate better than they currently do.

There is also a call to provide better pedestrian and cycle facilities by providing good quality infrastructure and to provide comprehensive integrated networks.

The public made suggestions in how to improve public transport including by linking Carrigaline and Cork by rail, to provide more extensive bus services to specific areas within the town and also to increase the current number of bus services.

Many of the submissions were related to public realm. Suggestions made included more public seating, provision of public squares / plaza's, outdoor dining areas, exhibition area, to pedestrianise streets, to increase access to the River. There was also a call to provide more amenities and to connect them with active mode networks. The town were further to be improved by trees, more green spaces, lighting, refuse bins and by removing clutter from streets.

Businesses that responded welcomed the Carrigaline TPREP and offered their support and help to realise the plan.

The interest groups touched on a great variety of subjects including amongst others improved pedestrian and cycle connections, access to the river, introduction of 30kph speed limit in town centre, facilitation of the Lee to Sea initiative, examination of the Western Relief Road, improved access to schools, integrated land use and transport planning, liveable towns, more greening using pollinators and inherent tree species, introducing street art and links to nearby towns such as Ringaskiddy and Cork.

School principal interviews provided a picture of the current travel behaviour at each of the schools and the different challenges that each school face. These issues include challenges with drop off and pick up, pedestrian safety, impact of school runs on residents nearby schools and challenges to introduce measures such as school walking buses for example.