

Cork County Council

**Carrigaline Transportation and
Public Realm Plan**

Public Consultation Report Stage 4

Issue | 19 July 2021

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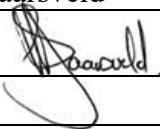
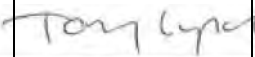
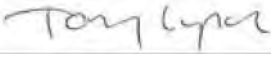
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1 Introduction

Arup was appointed by Cork County Council to prepare the Carrigaline Transport and Public Realm Enhancement Plan (TPREP). This study was prepared based on the following five stages;

- 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 second round of public participation that was carried out in Stage 4. The objective of the second round of public participation was to provide the public with the opportunity to comment on the draft Carrigaline TPREP report which outlined the proposed transportation and public realm strategy for Carrigaline.

2 Public Participation Process

2.1 Timeframe

The second round of public consultation took place over a three week period between 24 May to 14 June 2021.

2.2 Virtual Room

Public consultation was facilitated by developing a virtual room which the public was able to visit (<https://www.corkcoco.ie/en/traffic-transport/carrigaline-transportation-and-public-realm-enhancement-plan>).

The website takes the visitor to an introduction page and explains how submissions can be made along with access to the virtual consultation room. Once the virtual room is entered the visitor starts a tour with a welcoming video delivered by Tim Lucey, the Chief Executive of Cork County Council. Arrows on the virtual floor directs the visitor to the remainder of the exhibition. The second item to be viewed was a banner that provides the vision for Carrigaline under the Transportation and Public Realm Enhancement Plan and invites visitors to make a submission. This is followed by a video showing an overview of the Draft TPREP including a review of existing transportation issues and a series of maps explaining the emerging strategy.

The next item was an interactive map that enabled the visitor to view proposals on street level by clicking on a series of buttons that brings the visitor to a specific street to show the proposed layout. Two stands were also included showing artists impressions of Main Street Central and Main Street South followed by a table where the Draft Carrigaline TPREP report can be read.

The next stop was a banner outlining to the visitor what the next steps were to make a submission and finally a table where the opportunity was provided to make a submission.

Opportunities for making submissions was also provided at 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 people as possible 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 (a national paper), Southern Star and the Carrigdhoun (local papers);

- A 30 second radio advertisement was made and played 41 times on 96FM between 27 May and 2 June 2021;
- Posters was put up at the Carrigaline Area Engineer's Office, the Library and Carrigaline Supervalu This poster is shown in **Figure 1**.

Public Notice

**Carrigaline
Transportation and Public
Realm Enhancement Plan (TPREP)**

Cork County Council has prepared a draft Transportation and Public Realm Enhancement Plan (TPREP) for Carrigaline.

This follows the public consultation undertaken in February this year where we requested your views on suggested improvements to the public realm and transportation environment in Carrigaline.

All of the submissions received during this consultation process have been considered in the formulation of the draft Plan.

We invite you to participate in a 2nd round of public consultation by reviewing and commenting on the draft Plan.

The draft Carrigaline Transportation and Public Realm Enhancement Plan can be viewed in the virtual exhibition room at:
www.corkcoco.ie/en/planning/traffic-transport

Comments and observations may be submitted through the Council's website **www.yourcouncil.ie**, by email to: **trafficandtransport@corkcoco.ie** or, alternatively in writing to: **Senior Engineer, Cork County Council, Traffic and Transportation, Planning and Development Directorate, Floor 11, County Hall, Cork** on or before Monday, 14 June 2021.

Your views are important to us

www.corkcoco.ie/en/planning/traffic-transport

Figure 1: 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:

- 59 submissions were received including 44 from public, 8 from interest groups, 2 from elected members and 4 from businesses / developers.
- There were 1,626 web page views;
- 76,876 impressions reaching 33,279 people;
- The Facebook advertisement received 76,872 impressions and 1,093 link clicks.

3 Themes Raised in the Submissions

3.1 Introduction

All 59 of the submissions received were reviewed and the issues raised were categorised, summarised, and analysed. A total of 15 main themes were identified during this review process. The frequency of each of these themes has been listed below in Table 1 and **Figure 2** 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	39
Safety	18
Cycling	16
Pedestrian	14
Parking	13
Public Transport	9
Planning	7
Trees	4
Environment	3
Amenities	2
Green Space	2
Public Realm	1
Bridge	1
Lighting	1
Flooding	1

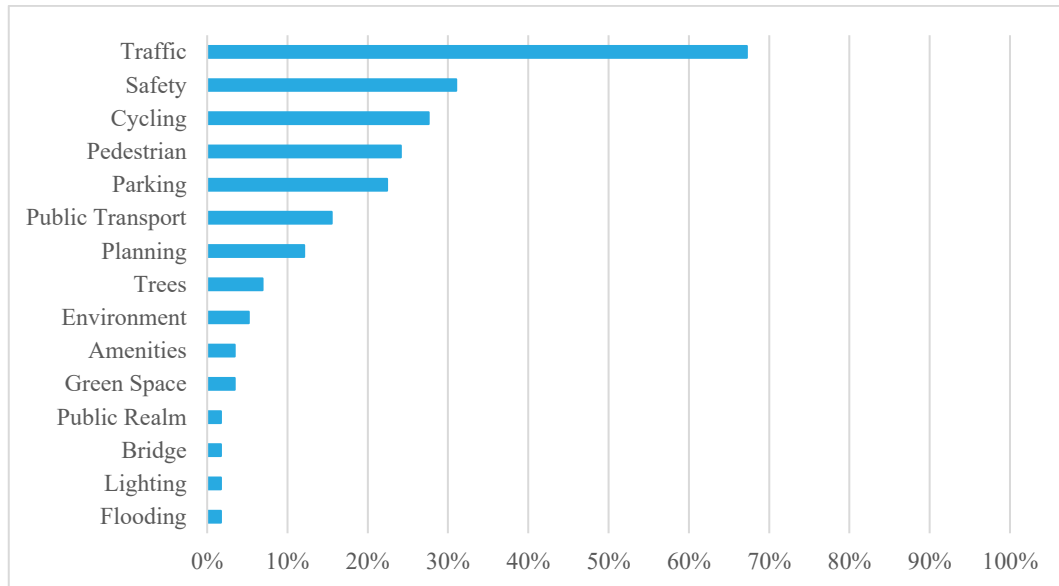


Figure 2: Summary of issues raised

3.2 Theme 1: Traffic

3.2.1 Issues Raised

The most frequent point raised throughout the submissions was the issue of traffic in the town. Traffic was also the most frequent point raised in the previous public consultation carried out in Stage 2. Of the 59 submissions received, 39 or 67% directly mentioned traffic issues.

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

- How best to accommodate traffic from Crosshaven to Cork? In some submissions the proposal of providing a new eastern bypass with a bridge across the estuary was raised. However, other submissions recognised the potential impact on the environment and that this proposal should be avoided at all cost. Alternative solutions that were put forward is to introduce measures that will maintain or reduce existing traffic volumes by introducing more public transport or to limit further development to the south and east of the Estuary;
- There was also a call for the Outer Southern Distributor Road to be brought forward in the implementation of the plan to help relief traffic congestion in the town centre;
- There will be an increase in traffic on Forrest Road, Captain's Boreen and Bothar Glas. These roads are not designed to deal with this level of traffic;
- The proposed one way on Church Hill Street was also raised as an issue as it will result in longer car journeys and make it harder to access retail centres; and

- Solutions to improve traffic were suggested. These included the introduction of one way systems, replacing signals with roundabouts, providing a right pocket at Supervalu, ‘paint on roundabout’ at Main Street / Church Road, close Main Street in its entirety, widen junctions to accommodate traffic, physical speed control measures at Main Street and speed reduction measures on Forrest Hill.

3.2.2 Response

3.2.2.1 Eastern Bypass of Carrigaline

The proposed eastern bypass of Carrigaline (Estuary Link) was evaluated as one of the options (TS8) considered in the Strategy Development of the Carrigaline TPREP. The evaluation noted that the proposed link will attract relatively modest traffic flows during the morning and afternoon peak hour periods. Although this diversion of traffic will improve conditions within Carrigaline in the short term, in the longer term this infrastructure upgrade does not facilitate the sustainable growth of Carrigaline and would promote and encourage development away from the centre of Carrigaline.

Another significant obstacle for the delivery of the proposed Estuary Link is the environmental impact. The proposed link crosses Cork Harbour as a SPA Natura 2000 site, which is designated for protection of a number of bird species as well as the Owenboy proposed Natural Heritage Area (pNHA). It is expected to be highly challenging to gain planning permission to build such a facility within these sensitive areas. This sentiment was also reflected by a number of residents living within Carrigaline.

3.2.2.2 Southern Outer Distributor Road

The Southern Outer Distributor Road is expected to further relief traffic volumes in the town centre and has been identified as a long-term infrastructure project and its delivery will follow a review of both the Cork County Development Plan beyond 2028 and the Cork Metropolitan Area Transport Strategy. In the short to medium term, the delivery of the Western Inner Relief Road will provide a similar function and benefit as the Southern Outer Distributor Road in terms of traffic relief, by providing enhanced accessibility between Lower Kilmoney Road and Ballea Road.

Carrigaline TPREP has focused on delivering infrastructure to change travel behaviours within Carrigaline by promoting more sustainable modes of transport focussed on reducing the reliance on the private car. The timing of delivery of any new road infrastructure projects will be subject to a future review of the Cork County Development Plan in 2028.

3.2.2.3 Forrest Road, Captain's Boreen and Bothar Glas

The delivery of the infrastructure proposals included for in the CTPREP will result in some increase in traffic along Forrest Road and Bóthar Glás although the delivery of the Western Inner Relief Road will provide some relief to these roads. In the short to medium term the junction of Bóthar Glás with Ballea Hill would benefit from a minor realignment and a junction safety upgrade to better accommodate the current level of traffic activity on this roadway

In terms of pedestrian activity on this roadway, CTPREP has identified for an extensive system of new and enhanced walking and cycling routes in the town including amenity facilities which will mitigate the need for residents to walk on these roads for leisure.

3.2.2.4 Church Hill One Way

Church Hill is currently a two-way street with a footpath only on the western side of the road. Church Hill is the central walking route from the southside of Carrigaline to Main Street and would benefit greatly from the provision of enhanced walking and cycling infrastructure. The delivery of this infrastructure requires the removal of the northbound vehicle lane due to the available width of the roadway. It is also worth noting that environmental conditions on Main Street also benefit from the conversion of Church Hill to southbound traffic only.

Vehicular traffic will still be permitted to access the town centre either via Kilmoney Road Upper from the west and Crosshaven Road from the east. In addition, Lower Kilmoney Road will provide access to the Western Inner Relief Road which provides for an alternative to Main Street for through traffic.

3.2.2.5 Other Items Raised

New one-way system

As part of the development of the Carrigaline TPREP, an extensive one-way system was considered, however its analysis suggested that it would introduce high levels of traffic into the central sections of the Carrigaline (including Main Street) and ultimately this would work against the key objective of the strategy to rejuvenate the town centre and promote increased accessibility by alternative travel modes.

Replace Traffic Signals with Roundabouts

Generally, traffic signals provide greater safety and comfort for pedestrians and cyclists that need to travel through them and are used more often in urban settings. Traffic signals also allow for improved management of traffic where greater green times can be assigned to the more strategic routes within the town. However, roundabouts will still have a role in managing traffic in Carrigaline particularly where the geometry of the roundabouts is altered to manage traffic speeds through the junctions and improve safety for all modes.

Provision of Right Turn Lane entering SuperValu

The Western Inner Relief Road provides for an improved and alternative access to SuperValu reducing the need to access the car park from Main Street. As part of the urban realm improvements proposed for Main Street, a southbound bus lane is proposed for the section of Main Street between Ballea Road and Crosshaven Road, this infrastructure investment negates the need for a right turn lane serving SuperValu.

Provision of 'Paint On' Roundabouts

As noted earlier roundabouts will continue to provide a role in managing traffic in Carrigaline however, their provision will be based on standard roundabouts with pedestrian and cycle safe geometry. The provision of 'paint on' roundabouts will not be encouraged as they can result in safety issues for all users.

Full Pedestrianisation of Main Street

Full pedestrianisation of Main Street has not been included as part of CTPREP as it was deemed important that bus services are retained on Main Street to ensure this street remains the centre of activity in Carrigaline. In addition, vehicular access to Main Street is also required to serve businesses and other activity along the road.

Increase the Existing Vehicular Capacity

The Carrigaline TPREP has focused on improving pedestrian and cycle accessibility within the central areas of Carrigaline and accommodate through traffic movements on the outer distributor routes using upgraded existing infrastructure. Widening existing junctions to accommodate increased traffic flow along the current routes has the potential to impact on pedestrians and cyclists limiting and impact on the overall objective the strategy.

Traffic Calming on Main Street

Physical speed control measures will be considered as part of the detailed design of Main Street as they meet the objective of the Carrigaline TPREP to provide an attractive area for people to sit and talk in the centre of Carrigaline.

Traffic Calming on Forrest Hill

Forrest Hill is a designed local distributor road providing good connectivity across the southern side of Carrigaline. The roadway does have good pedestrian and cycle facilities with some traffic calming measures providing via pedestrian refigure islands. Any additional traffic calming measures provided along Forrest Hill will need to reflect the functionality of this road and ensure the delivery of the key objective of the Carrigaline TPREP.

3.3 Theme 2: Safety

3.3.1 Issues Raised

As part of the second round of consultation a total of 18 out of 59 (31%) submissions raised safety related issues. Within this theme, the main issues/suggestions raised were:

- From a safety and security point of view, it is not feasible to run the Carrigaline to Passage West Cycleway through a residential estate;
- Rock Road is very narrow and dangerous for pedestrians and cyclists to use as there is no infrastructure to facilitate these modes of transport;
- There are limited footpaths on Church Road;
- The Ballinrea Crossroads should be upgraded as soon as possible to coincide with the opening of the three school's campus;
- Traffic calming on Strand Road / Crosshaven Road is required so that people can access the Crosshaven Greenway easier.

3.3.2 Response

3.3.2.1 Carrigaline to Passage West Strategic Cycle Lane

This route is a highly strategic active travel route linking Crosshaven with Cork City via Carrigaline and Passage. It is recognised that the provision of this infrastructure could potentially have a negative impact on adjacent residents. Cork County Council will take the utmost care with the design of this infrastructure to minimise the potential for unsocial behaviour and maximise accessibility in this part of Carrigaline. Key to the success of this is to ensure that the route is well lit that passive surveillance is maximised from adjacent properties, that there is clear visibility along the entire path, that any vegetation along the route is well managed and finally that CCTV is installed as part of the works.

Residents will be consulted extensively during the planning and implementation stage of this project.

3.3.2.2 Rock Road

It is noted that there are little or no footpaths along the Rock Road and that it is unsafe for pedestrians to use this road even considering the current level of traffic. The draft Carrigaline TPREP has identified the need to upgrade this roadway to include high quality footpaths and cycle lanes. The timelines associated with the required infrastructural investment needed along Rock Road will need to be aligned with any proposed development associated with the Fernhill Expansion Area.

3.3.2.3 Ballinrea Road Crossroads

The draft Carrigaline TPREP includes the proposed upgrade of this junction for safety reasons as part of the Western Outer Distributor Road, which runs along existing roadways. Its safety upgrade can be delivered in isolation subject to securing suitable funding.

3.3.2.4 Strand Road / Crosshaven Road Traffic Calming

Strand Road / Crosshaven Road is a strategic regional route that links Crosshaven and other communities to the south and east of Carrigaline to both Cork and Carrigaline itself. The Carrigaline TPREP proposes that the Carrigaline to Crosshaven Greenway is extended into the town to provide a fully segregated facility connecting Carrigaline with Crosshaven. The detailed design of this extension will ensure sufficient and safe crossing points are provided for along Crosshaven Road.

3.4 Theme 3: Cycling

3.4.1 Issues Raised

As part of the second round of consultation a total of 16 of the 59 submissions raised cycling related issues or suggested additional cycling improvements.

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

- The lack of segregation for cyclists on Main Street;
- Crosshaven and Passage West cycle routes are not linked
- Route 11, between Heron's Wood and Bridgemount, of the Feeder network should be removed;
- Cycle lanes should be segregated, not painted on the street;
- The design of the Greenways should allow for priority over vehicular traffic;
- Sheffield stands should be provided for cycle parking;
- The modal share targets for cycling and walking are too low;
- The proposed plan should use the Lee to Sea branding. The proposed route underneath the M28 is convoluted.

3.4.2 Response

3.4.2.1 Cyclist segregation on Main Street

The Carrigaline TPREP includes for significant widening of footpaths along Main Street to both better cater for the passage of pedestrians but also to facilitate spill - out areas for businesses to operate from. Cycling will be permitted on Main Street and will be accommodated by providing a low flow-low speed environment ensuring good access to business along the street.

Due to the available width of the street it was not possible to provide dedicated cycle lanes with reducing the space assigned to pedestrians and spill-out areas.

The Carrigaline TPREP has provided for alternative routes (Bóthar Guidel) to Main Street for those cyclists who wish to travel through Carrigaline using dedicated segregated cycle infrastructure.

3.4.2.2 Crosshaven and Passage West cycle routes

The draft Carrigaline TPREP those allow for the connection between the Carrigaline to Crosshaven Greenway and the Carrigaline to Passage West Cycleway at the junction of Bóthar Guidel and Crosshaven Road.

3.4.2.3 Route 11 of the Feeder Route Network

Route 11 of the feeder network provides an important link between Janesville, Heron's Wood and Bridgemount and removes the need for younger pedestrians and cyclists having to use Cork Road to access the schools located on Bóthar Guidel. It is acknowledged that the provision of this infrastructure could potentially have a negative impact in terms of unsocial behaviour on adjacent residents and Cork County Council will take the utmost care with the design of this infrastructure to minimise the potential for unsocial behaviour. Key to the success of this is to ensure that the route is well lit that passive surveillance is maximised from adjacent properties, that there is clear visibility along the entire path, that any vegetation along the route is well managed and finally that CCTV is installed as part of the works.

Residents will be consulted extensively during the planning and implementation stage of this project.

3.4.2.4 Cycle Facility Standards

All cycle routes to be provided as part of the Carrigaline TPREP will be delivered as high quality segregated cycle lanes, and in line with the current National Cycle Manual guidance.

3.4.2.5 Greenway Design

The detailed design of the new and extending greenways recommended as part of the TPREP will be considered in more detail during their implementation stage. The final location and management of crossing points to and from the Greenway will be considered in detail at this stage to ensure that the best solution for accommodating all modes of transport at these locations is identified.

3.4.2.6 Sheffield Cycle Stands

High quality bicycle parking will be provided as part of the roll out of the Carrigaline TPREP. This will include Sheffield cycle stands or a similar in design.

3.4.2.7 Walking and Cycling Targets

The walking and cycling targets presented in TPREP reflect a 60% increase in walking and a 300% increase cycling within the town and although their overall mode share is relatively modest at 23% (combined walking and cycling), the level of infrastructure proposed for Carrigaline through the TPREP can cater for much higher walking and cycling mode shares should this demand materialise.

3.4.2.8 Lea to Sea Branding

The Carrigaline to Crosshaven Greenway extension and the proposed Carrigaline to Passage West Cycleway meets the Lee to Sea initiative in terms of connecting the harbour area with Cork City via a high-quality safe walking and cycling route. The Carrigaline TPREP has concentrated on identifying the required infrastructure within its study area and has not looked at the entire route of the Lee to Sea facility and therefore it would not be appropriate to brand these facilities under the Lee to Sea banner at this stage without a full evaluation of the Lee to Sea route.

The recently granted M28 Motorway has provided for active modes adjacent to an overbridge on the Fernhill Road and due to its proximity to the route of the Carrigaline to Passage West cycleway it was deemed appropriate to use this reservation to connect the cycle way across the proposed M28 Motorway.

3.4.2.9 Considering the wide range of cyclists

The cycle network proposed for Carrigaline under TPREP includes the provision for a wide range of cyclists including leisure cyclists using the proposed Carrigaline to Crosshaven Greenway and the Carrigaline to Passage West Cycleway, younger cyclists using the feeder network travelling between local housing estates and without the need to travel along major routes, commuters and older children travelling to work / school are provided with safe dedicated cycle facilities running adjacent to the major routes in the town.

Where cycle facilities need to cross major traffic routes dedicated crossing points will be provided to ensure all cyclists are provided with safe access.

3.5 Theme 4: Pedestrians

3.5.1 Issues Raised

As part of the second round of consultation a total of 14 of the 59 (24%) submissions mentioned pedestrian issues or suggested pedestrian improvements which included the following:

- Move the proposed toucan crossing between the Janeville and Herons Wood access further down to Herons Wood to better serve the northbound bus route on Cork Street.

- No pedestrian improvements proposed for Upper Kilmoney Road, Ferney Road and Fuchsia Avenue.
- Link housing estates to one another as this is the cheapest investment rather than building more roads.
- Introduce 30kph zones in residential estates. The focus of the plan should be on secondary and feeder routes.
- Consult with residents before finalising proposed routes through estates.

3.5.2 Response

3.5.2.1 Toucan Crossing between Janeville and Heronswood

The location of the toucan crossing on the Cork Road has been selected to provide a direct link to the three school campus on Ballinrea Road. Additional pedestrian facilities are possible along the Cork Road to improve access to the bus stops on this route.

3.5.2.2 Upper Kilmoney Road, Ferney Road and Fuchsia Avenue

The draft Carrigaline TPREP includes measures to enhance both pedestrian and cycle facilities along Upper Kilmoney Road Ferney Road and Fuchsia Avenue. The measures include a mix of new footpaths, dedicated cycle infrastructure and enhanced crossing facilities to include additional speed control measures.

3.5.2.3 Link Housing Estates together

The delivery of greater permeability between residential estates and creating shorter routes for pedestrians and cyclists to reach schools, shops and other amenity services is one of the underlying principles of the Carrigaline TPREP. However, it is also acknowledged that residents that live adjacent to public pedestrian and cycle routes might be anxious and fear unsocial behaviour and that Cork County Council will take the utmost care in the design of these facilities to ensure that all areas along these routes are spacious, overlooked, well lit and have CCTV installed. The delivery of good design along these permeability links will minimise the risk of unsocial behaviour occurring and enhance the attractiveness of the area.

3.5.2.4 30kph zones in residential estates

A 30 kph zone has been proposed for the Main Street in Carrigaline as part of the TPREP and although the TPREP supports having lower traffic speeds in residential areas, it is noted that these are best achieved through design measures in terms of traffic calming, etc. and the erection of numerous speed signs on entering every housing estate would have limited effect and result in a significant amount of additional street clutter in the town.

3.5.2.5 Consultation with residents

The implementation stage of the TPREP will include additional consultation with the general public and other key stakeholders and concerns raised will be evaluated and considered in the design development of the proposals.

3.6 Theme 5: Parking

3.6.1 Issues Raised

As part of the second round of consultation a total of 13 of the 59 (22%) submissions mentioned parking or parking related issues.

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

- Parking for the mobility impaired should be retained on Main Street and within car parks;
- There is a risk of shopping centre car parking (e.g. Dunnes Stores) becoming under more pressure with the proposed removal of on street parking on Main Street;
- How will parking infringements be managed?
- Any parking removed within Main Street needs to be replaced elsewhere in the town.

3.6.2 Response

3.6.2.1 Retention of mobility impaired parking

The final allocation of car parking on Main Street will be further considered in the detailed design of the public realm enhancement project. However, as a principle, parking spaces for the disabled and age friendly parking for older people will be retained on Main Street.

3.6.2.2 Shopping Centre Car Parking under pressure

There will be a requirement to remove some parking from Main Street as part of the urban realm enhancement project, however the remaining spaces will be actively managed to provide a greater turnover in spaces ensuring the same number of short duration trips can be catered for using less spaces. Other parking activity currently using Main Street will need to transfer to the public car park at Owenabue or within the Town Centre Expansion Area where additional public parking will be provided.

3.6.2.3 Management of parking infringements

The management of parking restrictions in Carrigaline will be the responsibility of Council appointed traffic wardens and An Garda Síochána.

3.6.2.4 Parking removed on Main Street

As noted there will be a requirement to remove some parking from Main Street and it will be catered for within the Owenabue public car park or within a new public car park assigned to the Town Centre Expansion Area. In addition, a new car park is proposed on the northern part of the town to support access to the bus services travelling between Carrigaline and Cork and this parking area will remove some long stay parkers within Carrigaline improving customer access to business in the town centre.

3.7 Theme 6: Public Transport

3.7.1 Issues Raised

As part of the second round of consultation a total of 9 of the 59 submissions mentioned public transport issues or suggested public transport improvements.

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

- Provide a bus stop shelter on the northbound direction of Main Street at the Bridge;
- Provide a Carrigaline to Passage West bus route running every 15 minutes;
- The proposed Park and Ride should include EV charging points and secure bike parking;
- Provide a one directional circular bus system for the town;
- Provide a bus route from Minane Bridge to Carrigaline.

3.7.2 Response

3.7.2.1 Bus Shelter at Bridge on Main Street

The appropriate location for a bus shelter will be considered in the detailed design of the urban realm works on Main Street.

3.7.2.2 Provide Carrigaline to Passage West bus route

The provision of additional bus services serving Carrigaline from the wider hinterland will form part of the BusConnects Network Redesign Project which is currently on-going and is managed by the National Transport Authority. The Carrigaline TPREP does support the provision of new and enhanced bus services focusing on Carrigaline and has provided the environment to ensure both existing and new bus services are provided with a reliable journey through the town.

3.7.2.3 Park & Ride

The provision of EV charging points and bike parking will be included in the design of the Park & Ride facility.

3.7.2.4 One directional circular bus system

As noted previously the BusConnects Network Redesign Project will examine the future bussing requirements for Carrigaline including the provision of an internal bus services. However, due to the size of Carrigaline it is likely that internal trips within Carrigaline are better catered for through improvements in the walking and cycling infrastructure in the town while longer distance trips to Cork City, Douglas, Ringaskiddy, etc. will be the focus for the public transport services.

3.7.2.5 Bus route from Minane Bridge to Carrigaline

As noted, the BusConnects Network Redesign Project will examine the need for additional bus services connecting Carrigaline to its wider hinterland.

3.8 Other issues

3.8.1 Issues Raised

There was a variety of other issues raised during the course of the second public consultation. These issues cover topics such as planning, implementation, public realm, etc. and the following is a list of the issues raised:

- The owners of the Fernhill golf course requested that the Carrigaline TPREP is amended to note that any proposals on the land and phasing are indicative and subject to further masterplanning;
- The owners of the High Technology Campus adjacent to the Golf Course requested that they are kept abreast of any proposals developing within the vicinity of their development;
- Remove the public park provision from the Dairygold site. Owners are happy to work with Council to establish the Greenway within the site;
- Dunnes Stores is concerned about a possible loss in business due to the proposed one-way system on both Crosshaven Road and Main Street. 40% of their current customers arrive from the Main Street direction.
- The proposed one-way system will impact on emergency services within town
- Reference car pooling in the Plan;
- Lee to Sea: Bring the implementation of the Carrigaline to Passage West Cycle Route forward to be delivered in the short term;
- Retain trees on Waterpark Road when constructing new cycle ways and footpaths;
- The proposed Park and Ride should be a short term objective
- Introduce biodiversity planting in the design of the new transport interventions. Identify pollinator and wildlife friendly areas before work commences, use stone walls without mortar for insect habitats, provide a public drinking water fountain and introduce a community orchard;

- More ambitious role out of the plan;
- The Plan requires further engagement.

3.8.2 Response

3.8.2.1 Fernhill Golf Club Owners

The CTPREP will be updated to indicate that the proposals on these land are indicative only identifying key accessibility principles needed to support the development of the lands

3.8.2.2 High Technological Campus

Cork County Council will keep owners informed on any movement on proposals within the area.

3.8.2.3 Dairygold

The public park symbol will be removed from the accessibility plan prepared to support the development of the Town Centre Expansion Area.

3.8.2.4 Access to Dunnes Stores

The traffic management plan required to support the urban realm enhancement plan for Main Street requires the delivery of a southbound bus lane on Main Street (for a section) to enhance public transport access to the town centre and the delivery of greenway infrastructure along Crosshaven Road to enhance walking and cycling access to town centre. The delivery of both these critical elements of the TPREP requires the introduction of one-way traffic on Main Street (for a section) and Crosshaven Road (for a section). The introduction of this one-way system will require some traffic accessing the Dunnes Stores store on Crosshaven to use an alternative route particularly from the south west of the town (i.e., Upper Kilmoney Road, Castel Heights, etc.). Traffic from this area will now have to use either Ferney Road, or Forrest Hill and Kilnagleary Road to access Dunnes Stores which will add approximately 2 minutes to their inbound journey, no change in outbound journey are envisaged although journey times should improve with the reduced level of traffic on Main Street.

3.8.2.5 Emergency services

Additional consultations were held with officers of the Fire Station in Carrigaline, similar to those accessing Dunnes Stores, fire personnel wishing to access the fire station will have an additional 2 minute journey from the south west of Carrigaline and a 1 minute extra journey from the north west (due to the bus lane restriction on Main Street). There will be no perceived change in access times from other parts of Carrigaline.

3.8.2.6 Car Pooling

The Carrigaline TPREP supports car pooling and provision of car pool spaces will be considered as part of the park and ride proposed for the northern side of Carrigaline.

3.8.2.7 Lee to Sea

The Carrigaline to Passage Cycleway will be delivered in the first tranche of projects depending on availability of finances and securing the required planning permissions.

3.8.2.8 Retaining trees on Waterpark Road

The delivery of all new infrastructure projects will retain as many trees as possible during the detailed design of improvement works.

3.8.2.9 Park and Ride as a short term objective

The park and ride will be delivered in tandem with other public transport improvement works proposed for Cork Street both of which will be subject to obtaining the right funding and planning approvals.

3.8.2.10 Biodiversity, pollinator and wildlife friendly areas etc.

The Carrigaline TPREP supports improving the biodiversity of the town and its public spaces and objectives to enhance such will be considered in the detailed design of the individual projects.

3.8.2.11 More ambitious role out of programme

The delivery of the Carrigaline TPREP is subject to obtaining suitable funding and securing planning permission. The current programme of Government supports provides strong commitments to support town centre regeneration projects, active and sustainable transport investment and universal accessibility which should aid the role out of this Strategy.

3.8.2.12 Further Engagement

As part of the implementation of the Carrigaline Transportation and Public Realm Enhancement Plan there will be further consultation with respect to the delivery of the individual elements of the Plan. In addition, all major infrastructure projects will need to seek planning approval and will be subject to public consultation where all details of the proposals will be included for.

4 Conclusion

This report summarises the results of the second public consultation process that was undertaken for the Carrigaline TPREP. The report outlines how the public consultation process was advertised and conducted. The draft Carrigaline Strategy Report was displayed in a virtual room together with other visual material and the public was invited to make submissions in relation the material on display.

59 submissions were received which were categorised into themes. Most of the submissions included more than one theme and therefore the total number of issues raised under each theme are more than the submissions.

The top five themes that emerged were traffic, safety, cycling, pedestrian and parking. This report outlines all issues raised and a response to each issue is provided.