



Little Island Transportation Study

First Public Consultation Report



Document Control Sheet

Client:	Cork County Council
Project Title:	Little Island Transportation Study
Document Title:	First Public Consultation Report
Document No. :	02

Rev. No.	Effective Date	Revision Description	Checked	Approved
A	03.08.2017	First Draft	Tim Delaney	Andrew Archer

This report has been prepared in accordance with the instructions of the client, Cork County Council, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

© CH2M Barry 2017

Table of Contents

1	INTRODUCTION	5
1.1	Background	5
1.2	Purpose of Report	6
1.3	Consultation Process	6
1.3.1	First Public Consultation	6
1.3.2	Travel Survey Questionnaire	7
1.3.3	Key Stakeholders	7
1.4	Consultation Feedback - Overview	8
1.5	Structure of Report	8
2	SUBMISSIONS RECEIVED	10
2.1	Introduction	10
2.2	Local Stakeholder Organisations	10
2.3	Public Bodies	10
2.4	Cork County Council	13
2.5	Relevant Business, Community and Special Interest Groups	14
2.6	General Public	16
3	QUESTIONNAIRE ASSESSMENT	17
3.1	Statistical Analysis of Responses	17
3.1.1	Section A: About yourself	17
3.1.2	Section B: About your journey to work/education	21
3.1.3	Section C: Travel by car	24
3.1.4	Section D: Travel by public transport, cycle or walking	25
3.1.5	Section E: Transport infrastructure	27
4	COMMENTS ANALYSIS	30
4.1	Comments Received	30
4.1.1	Categorisation of comments	30
4.1.2	Subjective description of categories	30
4.1.3	Reoccurring comments within each categorisation	31
5	SUMMARY AND CONCLUSIONS	34
5.1	Summary	34
5.1.1	Key points from submissions	34
5.1.2	Next Steps	36

Appendices

Appendix A: Public Travel Questionnaire

Appendix B: Formal Stakeholder Correspondence

Appendix C: First Public Consultation Exhibition Material

Appendix D: An Garda Síochána Submission

Appendix E: Bus Éireann Submission

Appendix F: National Transport Authority Submission

Appendix G: Cllr Padraig O' Sullivan Submission

Appendix H: Little Island Business Association – LIBA Submission

Appendix I: Cork Chamber Submission

Appendix J: Subjective Categorisation of Comments
Appendix K: Overview of Questionnaire Responses
Appendix L: MHL Submission

List of Figures

Figure 1.1: Study Area.....	5
Figure 3.1: Where do you live?.....	17
Figure 3.2: Gender	18
Figure 3.3: Age	18
Figure 3.4: Which of these options best describes you?.....	19
Figure 3.5: Do you have your own or have access to a car/bicycle?	19
Figure 3.6: How often do you travel to/within Little Island?	20
Figure 3.7: Why do you travel to/within Little Island?	20
Figure 3.8: Where do you work/study?.....	21
Figure 3.9: Company name if working in Little Island.....	22
Figure 3.10: Town/City where respondents work other than Little Island & Cork City	22
Figure 3.11: What hours do you usually work or attend an educational facility?	23
Figure 3.12: How do you travel to work or education? What do you use most often?	23
Figure 3.13: Which of the following do you occasionally use instead of your main mode of transport?	24
Figure 3.14: Why do you use a car to travel?.....	24
Figure 3.15: Which of the following improvements would most encourage you to use the train more?	25
Figure 3.16: Which of the following improvements would most encourage you to use the bus more?	26
Figure 3.17: Which of the following improvements would encourage you to cycle more?.....	26
Figure 3.18: Which of the following improvements would encourage you to walk more?.....	27
Figure 3.19: How would you rate the general traffic conditions in the Little Island area?	27
Figure 3.20: How would you rate pedestrian infrastructure in Little Island?	28
Figure 3.21: How would you rate cycle infrastructure in Little Island?	28
Figure 3.22: How would you rate public transport provision in Little Island?	29
Figure 3.23: How would you rate the car parking provision in Little Island?	29
Figure 4.1: Comments Analysis.....	30
Figure 4.2: Reoccurring keywords within comments.....	31

List of Tables

Table 1.1 Overall Consultation Feedback	8
Table 2.1: Stakeholder Groups Consulted	10
Table 2.2: An Garda Síochána Submission	11
Table 2.3: Bus Éireann Submission	11
Table 2.4: National Transport Authority Submission	12
Table 2.5: Councillor Padriag O' Sullivan Submission	13
Table 2.6: LIBA Submission	14
Table 2.7: Cork Chamber Submission.....	15

1 INTRODUCTION

1.1 Background

Cork County Council has commenced the process of developing a Transportation Strategy for Little Island to identify the various means by which access to and from Little Island and within the Island itself can operate on a sustainable basis. This is required so that Little Island can fulfil its strategic function as an employment location, logistics hub and residential community. The Little Island Transportation Study will be undertaken by CH2M Barry and SYSTRA in partnership with Cork County Council. The overall aim of the Little Island Transportation Study is to identify the existing transportation issues, explore potential solutions and ensure that there is an integrated and balanced approach to transportation engineering for the future of Little Island.

Little Island is a significant employment location in Metropolitan Cork which also encompasses the village of Little Island. Little Island has been extensively developed over the last few decades, particularly in view of its strategic location adjacent to the national road network and central location in Metropolitan Cork. Given the geographical constraints, vehicular access to Little Island is limited to the N25 interchange and slip road off the Dunkettle Interchange, and most travel to and from Little Island during peak periods is by car. The road network within Little Island itself is also restricted. Whilst a frequent rail service provides access to Kent Station and Midleton, the public transport offering on island is very limited. Little Island suffers from severe peak hour traffic congestion because of the deficits listed above.

The study will determine what transport infrastructure improvements and policy measures are needed to alleviate the severe peak hour traffic congestion on the road network within Little Island. These measures shall also explore the potential to reduce dependency on single occupier car journeys and look at ways of increasing active travel, public transport and public transport use. The study will make recommendations on what interventions are required to improve the environment for general traffic, cyclists, pedestrians and public transport vehicles.

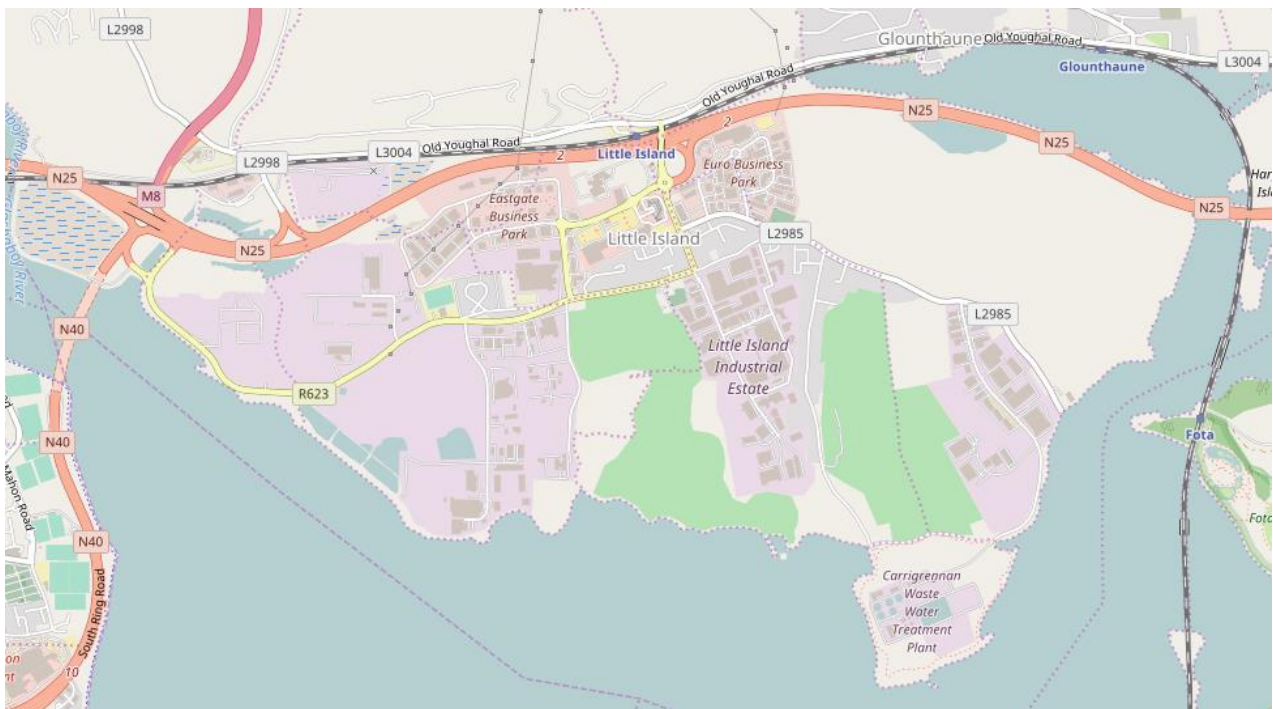


Figure 1.1: Study Area

1.2 Purpose of Report

At the outset of the Little Island Transportation Strategy, an extensive public and stakeholder consultation was undertaken. This report provides an overview of the written responses relating to traffic and transportation issues received during the 1st phase of the public consultation process. Also provided in this report are the findings from the questionnaire evaluation.

The consultation process forms an important component of the development of the Little Island Transportation Study as the responses play a key role in developing a detailed understanding of the current issues affecting Little Island and its environs. The consultation process also provides an insight into potential solutions to these issues and a view as to how Little Island should develop in terms of transport improvements. In general, input from the public and stakeholders is required for the following reasons:

- Local community and local stakeholders have an in-depth understanding of local issues, given that they experience these conditions daily. It is therefore crucial to gain an understanding of these issues at an early stage in the study, so that opportunities to address these issues can be considered. Furthermore, public representatives and local community groups are best placed to relay the views of residents for consideration as part of this study.
- Local businesses are impacted by traffic conditions because of general traffic congestion, which increases the costs (and reduces the attractiveness) of accessing their premises to do business. This is particularly true for businesses in the retail industry, where alternative competing locations are generally available. Deliveries are also impacted by general traffic congestion, as is the availability of conveniently located areas to perform these activities. It is important that these issues are understood in the context of making traffic study recommendations.
- Greater insight is provided, from the day to day users of the road network, in terms of the impact on all road users (i.e. car drivers, public transport users, cyclists and pedestrians and vulnerable road users) of current traffic conditions and existing traffic management arrangements in the Little Island area.

1.3 Consultation Process

There were many channels for the public and stakeholders to provide feedback for the Little Island Transportation Study:

- **Attending the public exhibition:** A public exhibition was held for members of the public to inform the study with local knowledge and views on current transportation issues and possible solutions. Feedback was received by way of conversation and/or by questionnaire. In total, 86 submissions were received by this method.
- **Sending questionnaires by post:** Members of the public also completed questionnaires at home or at their place of work and sent them by post or delivered them by hand. In total, 10 questionnaire submissions were received by this method.
- **Sending questionnaires via email:** A total of 7 completed questionnaires were sent via email to the CH2M Barry contact.
- **General email submissions:** Some members of the public did not complete the questionnaire available, however, submitted relevant comments via email. A total of 10 submissions were made by this method.
- **Submitting a stakeholder letter/email:** Key stakeholders were invited to submit the views of their group/organisation to be considered by the study. Five submissions were received.

1.3.1 First Public Consultation

On the 28th June, a public exhibition was held in Radisson Blu Hotel between the hours of 1:00 pm and 8:00pm. Members of the public were invited to attend and the event was advertised in local newspapers

and on local radio. The purpose of the exhibition was to make people aware of the study and to invite them to make submissions and to inform us of any issues or concerns they may have.

The event was hosted by members of the Little Island Traffic and Transportation Study (LITTS) team from Cork County Council, SYSTRA and CH2M Barry consultants. Visitors who attended were invited to view a number of presentation boards which outlined the aims, objectives, methodology and timeframe for the development of the LITTS. A copy of these boards is included in Appendix C. Visitors were encouraged to talk to members of the team and discuss any issues or concerns in relation to the study. Visitors were also given the travel survey questionnaire to complete at the event or by post/email at a later date.

The exhibition was well attended, with a constant flow of visitors throughout the day. In total over 130 people attended the exhibition.

1.3.2 Travel Survey Questionnaire

A travel survey questionnaire was developed and made available at the First Public Consultation event. The aim of the questionnaire is to give a better understanding of travel patterns and trips made to/from/within Little Island. Analysis of the questionnaires will inform the study and identify current transportation issues and the potential solutions to be explored. The questionnaire had six main sections as follows:

- SECTION A – ABOUT YOURSELF
- SECTION B – ABOUT YOUR JOURNEY TO WORK or EDUCATION
- SECTION C – TRAVEL BY CAR
- SECTION D – TRAVEL BY PUBLIC TRANSPORT, CYCLE OR WALKING
- SECTION E – TRANSPORT INFRASTRUCTURE
- SECTION F – ISSUES OF CONCERN TO YOU

Appendix A contains a blank copy of the questionnaire prepared.

The majority of questionnaires were completed in person by members of the public attending the public exhibition. In total, 103 completed questionnaires were received. The 14th July 2017 was set as a deadline to return the questionnaires. Section 4 of this report provides a statistical analysis of the completed questionnaires.

1.3.3 Key Stakeholders

To ensure a varied and representative response, a total of 21 stakeholders were contacted and invited to make submissions. Appendix B details the formal stakeholder correspondence. Those stakeholders invited to provide submissions include:

- Public bodies (i.e. Transport Infrastructure Ireland, National Transport Authority, An Garda Síochána, Bus Éireann, Iarnród Éireann)
- Local primary school and local creche
- Regional and local business associations (i.e. Cork Chamber, Little Island Business Association)
- Special access groups (i.e. HSE National Ambulance Service, Cork Access Group)
- Community groups (i.e. tidy towns, heritage groups, cycle clubs)
- Cork County Council:
 - Elected Members
 - Local Engineers Office
 - Traffic and Transport Section
 - Planning Policy Unit
 - Fire and Building Control Department
 - Disability Access Officer

1.4 Consultation Feedback - Overview

Overall

A total of 119 responses were received during the consultation process, including 86 responses via the ballot box at the public exhibition, 10 completed questionnaires by post, 7 via email, 10 general submissions with comments via email and 6 formal stakeholder submissions. Respondents had a number of weeks to submit responses with a deadline of Friday 14th July 2017.

Table 1.1 Overall Consultation Feedback

	Completed Questionnaire: Public Exhibition Ballot Box	Completed Questionnaire: By post	Completed Questionnaire: Via Email	General Comments: Via Email	Stakeholders	Total Responses
Number of Responses	86	10	7	10	6	119

In total, 103 completed questionnaires were submitted. To gain a better understanding of the journeys to/from/within Little Island, respondents were asked to state where they lived. A large proportion of the respondents were residents of Little Island. In total, 65 (63%) of respondents live in Little Island. Of those 65 residents:

- 47 work/study full/part time and comprise:
 - 10 working either full or part-time within Little Island;
 - 24 working in other areas of Cork County/Munster;
 - 2 studying full time; and
 - 11 not stating where they worked.
- The remaining 18 respondents living in Little Island are either retired, looking after family/home or unable to work. Of those 18 respondents, 15 travel daily within Little Island.

A combined 30 (29%) respondents live outside Little Island at various locations and 8 (8%) did not state where they live. Of those 30 respondents living outside Little Island, 27 travel to work in Little Island daily or 3-4 times per week.

Of the 80 respondents who work or study full/part-time, 65 (81%) stated that they travel to work/education facility as a car driver, 3 (4%) took public transport, 4 (5%) cycle or walk and 8 (10%) did not state how they travel. This highlights the dependency on the motor vehicle which subsequently causes traffic congestion, particularly at peak times in and around Little Island.

Section 3 of this report provides a complete statistical analysis from each question of the completed questionnaires.

1.5 Structure of Report

The remainder of this report will be structured as follows:

- Section 2 – Submissions Received: This section summarises all the submissions made by key stakeholders.
- Section 3 – Questionnaire Assessment: This section presents a statistical summary of the findings from the submitted questionnaires.

- Section 4 – Comments Analysis: This section analyses and categorises the key themes reoccurring through the comments submitted by respondents.
- Section 5 – Summary and Conclusions: This section summarises and highlights key issues and findings from the public consultation.

2 SUBMISSIONS RECEIVED

2.1 Introduction

This section outlines and summarises the submissions received from key stakeholders and the public. This process forms an important part of the study as the responses play a key role in developing a detailed understanding of the current issues affecting Little Island and the development of potential solutions.

2.2 Local Stakeholder Organisations

A total of 21 stakeholders were contacted by letter/email and invited to make submissions. Those contacted included public agencies, private agencies and Community groups. Local land owners, businesses and private individuals were also encouraged to make submissions with any relevant issues.

Approximately four weeks was allowed for the receipt of submissions in relation to the study. The number and names of the local stakeholders who were contacted in relation to this study, and the number of written submissions received are illustrated in Table 2.1 below. This table shows that a broad representative response was received from local groups and stakeholders.

Table 2.1: Stakeholder Groups Consulted

Group/Organisation	Contact Method	No. Contacted	Responses
Public Bodies	Letter/Email	6	3 Written Responses
Cork County Council Sections	Email	6	1
Special Access Groups	Email	3	0
Relevant Business, Community and Special Interest Groups	Letter/Email	3	2 Written Response
Schools/Creches	Email	3	0
Public	Public Meeting	Open Invitation	103 Questionnaires + 10 Written Responses

A complete and comprehensive statistical analysis of the various travel questionnaires is included in Section 4 of this report.

2.3 Public Bodies

Submissions in the form of written response, have been received from the following public bodies:

- An Garda Síochána
- Bus Éireann
- NTA

The key aspects of these submissions have been summarised and are presented in Tables 2.2 to 2.4 with full submissions outlined in Appendices D, E and F respectively.

Table 2.2: An Garda Síochána Submission

An Garda Síochána Submission
<p>Identified issues/problems:</p> <ol style="list-style-type: none"> 1. Due to the high number of businesses and employees combined with local residents, adds to the traffic congestion which is focused mainly between 8:00am and 9:00am in the morning and 4.45pm to 6:00pm in the evenings. 2. Poor public transport links to Little Island. 3. With respect to safety concerns, the Gardaí outlined complaints are common regarding lane/queue jumping at the following locations: <ol style="list-style-type: none"> a. On slip road for Little Island Eastbound on the N25 b. Approaching the Dunkettle Interchange from the M8 c. Within the Jack Lynch tunnel
<p>Suggested solutions:</p> <ol style="list-style-type: none"> 1. Increase use of rail system adjacent to Little Island. 2. Explore a dedicated one-way system into and out of Little Island. 3. Consider removing the hatched marking on the flyover bridge to allow for a third lane for a dedicated right turn onto East Gate roundabout. 4. Consider upgrading of the traffic light system so that all lights are integrated and are communicating with each other for optimal traffic flow. 5. Widen the exit from Eastgate to allow for 1 inbound lane of 3.25m and two outbound lanes of 3.25metres. 6. Implement a Park and Ride near main entrances/exits. 7. Explore a new slip road located to the west of Little Island in close proximity to LAYA and MSL
<p>Stakeholder plans for study area:</p> <p>N/A</p>
<p>Other Comments:</p> <p>The Gardaí also noted that work has commenced on the junction upgrade at Island Cross, Little Island, by Martin O' Callaghan Ltd, Carrigaline. The scheme involves the signalisation of the junction, construction of new footpaths and boundary walls, realignment of the junction, ducting, drainage, road lining and other ancillary civil engineering works. It is anticipated that when completed the pedestrian facilities at this junction will be significantly improved and the traffic signals will allow for better management of traffic flow.</p> <p>The complete submission from An Garda Síochána can be viewed in Appendix D</p>

Table 2.3: Bus Éireann Submission

Bus Éireann Submission
<p>Identified issues/problems:</p> <ol style="list-style-type: none"> 1. Severe peak hour traffic congestion at: <ol style="list-style-type: none"> a. East side of Little Island – exit/entrance (Flyover adjacent to Railway Station) b. West side of Little Island – exit/entrance (adjacent to Dunkettle Interchange) 2. Lack of bus lanes and bus priority measures
<p>Suggested solutions:</p> <ol style="list-style-type: none"> 1. Bus lanes/bus priority measures should be an integral part of the planning process particularly at locations: <ol style="list-style-type: none"> a. East side of Little Island – exit/entrance (Flyover adjacent to Railway Station) b. West side of Little Island – exit/entrance (adjacent to Dunkettle Interchange) 2. The key element to ensuring that Public Transport provides an effective alternative to the car for commuters, and to achieve modal transfer are the following:

Bus Éireann Submission	
	<ol style="list-style-type: none"> a. Competitive and reliable journey times, independent of prevailing traffic conditions = Bus Lanes and Bus Priority. b. Range and scope of destinations linking Little Island to East Cork and Mahon Point via Jack Lynch Tunnel and South side of Cork City. c. Attractive frequency / headway, independent of prevailing traffic conditions. d. Convenience of use.
3.	<p>General infrastructural items of significant importance in the day to day provision of Public Transport in Little Island include:</p> <ol style="list-style-type: none"> a. Accessible bus stops - should have centrally located, well positioned bus stops that are fully accessible. b. Safe, comfortable, well-lit bus stops that will encourage modal shift. c. Bus stops that will accommodate wheelchair accessible coaches - bus stops should be easily accessed by people with disabilities. d. Bus stops should be easily accessed by buses arriving / departing. e. Maximise free-flow of traffic for buses by adjusting parking and traffic systems. f. Bus Lanes / Bus Priority
Stakeholder plans for study area:	
Possible new route linking Little Island to East Cork and Mahon Point via Jack Lynch Tunnel and South side of Cork City.	
Other Comments:	
See full submission included in Appendix E of this report	

Table 2.4: National Transport Authority Submission

National Transport Authority Submission	
	<p>Identified issues/problems:</p> <ol style="list-style-type: none"> 1. The NRA do not have any specific input to make to the Little Island Transportation Study, however regard shall be given to the study which will feed into the Transport Strategy currently being prepared for the Cork Metropolitan Area. The Transport Strategy and the subject Transportation Study can be progressed in a complimentary manner.
	<p>Suggested solutions:</p> <ol style="list-style-type: none"> 1. N/A
	<p>Stakeholder plans for study area:</p> <ol style="list-style-type: none"> 1. A Transport Strategy is currently being prepared for the Cork Metropolitan Area, for the period 2017 to 2036, on a collaborative basis with Cork County Council, Cork City Council and Transport Infrastructure Ireland. The Transport Strategy will be able to inform sustainable integrated land use and transport policy formulation, at the Metropolitan Area and local levels, along with their associated transport investment requirements, across all modes and as such will provide a robust basis for investment in transport infrastructure and services, in locations such as Little Island. As party to the preparation of the Transport Strategy, regard shall be had to the Little Island Transportation Study.
Other Comments:	
See full submission included in Appendix F of this report	

2.4 Cork County Council

A submission in the form of written responses have been received from an elected member of Cork County Council. The key aspects of this submission are summarised and presented below. A full copy of the submission is available in Appendix G.

Table 2.5: Councillor Padraig O' Sullivan Submission

Cllr Padraig O' Sullivan Submission	
Identified issues/problems:	<ol style="list-style-type: none"> 1. Irrespective of the Dunkettle Interchange upgrade, the majority of lands designated for development purposes in Little Island are on the eastern end of the Island. The current road infrastructure servicing this end of the Island is insufficient and given existing development, it is unlikely that current roads can be altered to facilitate the 400 acres of zoned land in the East. 2. Lack of public transport due to poorly positioned railway station and lack of designated bus lanes 3. Traffic congestion at Eastgate and Sitecast 4. Traffic congestion at the junction by the Centra Garage 5. Safety concerns regarding the entrance bridge to the island. Traffic is queuing in the morning and being overtaken with no respect for existing road layout.
Suggested solutions:	<ol style="list-style-type: none"> 1. Explore the possibility of a third access. Given the free offer of land by local landowners for such an access to traverse, this should be explored. 2. Park and ride facilities need to be explored. 3. Upgrade Island Cross junction. 4. Additional entrances to Eastgate, or at least expansion of existing routes via Eastgate need to be identified and explored. 5. Pedestrian footbridge/cycle bridge from Railway station area over motorway and entering Eastgate. 6. Causeway in western end of Island could be explored as a cycle pedestrian route. 7. Revamp the Crompan roundabout with additional lanes. 8. Traffic lights at Centra Garage, a flashing amber light could be introduced to allow traffic coming through the Crompan and through the Island divert left towards Ballytrasna without having to queue at the same set of lights as traffic queuing for the Island Cross direction. 9. Consultation with PPU and Planning Sections of Cork County Council should be undertaken to establish a levy, much like the former railway levies to apply contributions to developments in the Little Island area. Given the amount of land zoned for both industrial and residential purposes it is quite possible that future planning applications could largely deliver a greater project than it perhaps envisaged in this Study, hence the importance to explore and full cost the 3rd access point. This is something I will try to amend at Planning SPC.
Stakeholder plans for study area:	N/A
Other Comments:	<p>I understand the reluctance to develop in the SAC (Special Area of Conservation) but developments here should not be dismissed out of hand. There is ample ground in and around the railways and to the North of Little Island to allow for improvements. Much of this SAC has been developed in the past and once appropriate mitigation has taken place I think works could be explored in this area</p> <p>See full submission included in Appendix G of this report.</p>

2.5 Relevant Business, Community and Special Interest Groups

Submissions in the form of a written response have been received from the Little Island Business Association and the Cork Chamber of Commerce. The key aspects of each submission have been summarised and presented in table 2.5 and 2.6 with a full copy of each submission available in Appendix H and I respectively.

It should be noted, that other written submissions have been received by residents and employees with an interest in improving transportation to/from/within Little Island. Regarding privacy and confidentiality, these submissions have been noted and included within the General Public submissions in Section 4 of this report.

Table 2.6: LIBA Submission

LIBA Submission
<p>Identified issues/problems:</p> <ol style="list-style-type: none"> 1. Traffic congestion entering Little Island in the morning from the western side 2. Eastgate, in particular, requires attention 3. Safety Issues on the slip road approaching from the western side 4. Traffic problems at Island Cross
<p>Suggested solutions:</p> <ol style="list-style-type: none"> 1. A new lane to exit Eastgate over the flyover for eastbound traffic 2. Little Island needs a Bus Éireann bus service and bus lanes may have to be considered 3. Reintroduce the shuttle bus service from the train station 4. A park and ride should be considered 5. A shared bicycle scheme 6. A proper and secure bicycle structure at the train station to encourage people to travel to Little Island by train using their own bicycles. 7. Awareness campaigns for public transport (train) 8. Develop a proper and effective traffic management plan 9. Develop a masterplan for the entire island that incorporates all aspects of growth in the area 10. Include bus lanes, cycle lanes and other facilities that other areas of Cork have and include as part of the plan. 11. Little Island needs a third access and exit point on the eastern side of the island 12. Flexible working times
<p>Stakeholder plans for study area:</p> <p>Little Island will develop substantially from a commercial and residential perspective in the next 5 to 10 years. It is a highly attractive place to have a business and also becoming an attractive place for residential development. The area needs to develop its infrastructure to keep pace with its ambitions and unfortunately this has not happened from a local authority point of view. Cork County Council need to designate Little Island as a 'Special Business Zone' and need to invest a greater portion of the multi-million-euro rates income that they take out of Little Island each year back into Little Island.</p>
<p>Other Comments:</p> <p>See full submission included in Appendix H of this report.</p>

Table 2.7: Cork Chamber Submission

Cork Chamber Submission
<p>Identified issues/problems:</p> <ol style="list-style-type: none"> 1. Compounded Issues – Traffic issues on Little Island compound existing frustrations along routes such as the N28, Bloomfield Interchange and Dunkettle Interchange. 2. Constrained Capacity – Proposed developments in East Gate will bring additional employees and increase traffic issues in the area. 3. Staff Recruitment and Retention – It is a challenge to attract and recruit employees to Little Island due to traffic issues.
<p>Suggested solutions:</p> <p>Short Term Solutions:</p> <ol style="list-style-type: none"> 1. Dunkettle Interchange – Works on both the Dunkettle Interchange and Little Island should be mutually beneficial and progressed with each in mind. Works on Dunkettle Interchange should be kept to off peak times where they interfere with traffic flow. 2. Eastgate – A number of measures have been put forward for Eastgate including: <ol style="list-style-type: none"> a. Traffic lights at the Crompan roundabout; b. Define a left lane at the main Eastgate Crompan exit; c. Measures to control the use of car park rat runs; d. Bus service from the city centre to Eastgate and shuttle bus from train station; e. A public bike share scheme similar to the 'Coca Cola' bikes. 3. Traffic Calming – introduce traffic calming measures in area adjacent to Cork Golf Club. 4. R623 exit to Dunkettle roundabout – The addition of a second lane and yellow box where the R623 meets the N25 westbound interchange slip road. Review the traffic lights sequence at this junction. 5. R623 Exit to N25 Eastbound – Review the traffic light sequence at this junction to allow higher volumes of traffic through at peak times. 6. N40 Exit to Richmond/R623 – Include another entry lane to Little Island off the N40 should be considered. 7. N25 Exit from Eastgate – Consider adding an extra lane at the Crompan roundabout for exiting. 8. Multi modal and sustainable transport: <ol style="list-style-type: none"> a. Secure bike parking at each business premises; b. Secure daytime and overnight parking at Little Island train station; c. Integrate Little Island with the 'Coca Cola' bike scheme. 9. City Centre Connectivity – Improved public transport connectivity in the city centre to make public transport to Little Island a viable option. 10. Commuter Train Line – Improved schedule and provision of a shuttle bus in line with the train timetable to ferry commuters to an acceptable proximity of the workplace. <p>Medium Term Solutions:</p> <ol style="list-style-type: none"> 1. New N25 Easterly Entrance/Exit 2. R623 Exit to N25 Eastbound and Island Corporate Park – retain the current infrastructure and supplement with slip road entrance and exit that does not require stopping or traffic lights. 3. Connectivity between estates – Connections should be put in place to promote sustainable transport options, including the addition of bus routes to alleviate pressures on the R623 and other internal roads. 4. Bus/Carpool Lanes 5. Real Time Information
<p>Stakeholder plans for study area:</p> <p>As the largest industrial and commercial space in the Cork Metropolitan Area, Little Island acts as a critical location for economic activity, catalysing growth in the Southern region. Having only two access and exit points and almost 6,000 people employed in the area, with plans to attract another 2,000 jobs to the Island under the recently published Local Area Plan, Little Island</p>

Cork Chamber Submission
experiences significant traffic congestion issues particularly at peak commuting times, which Cork Chamber expects to exacerbate both in the short and medium term unless appropriate measures and investment is made to better manage traffic on the island and the surrounding area.
<p>Other Comments:</p> <ul style="list-style-type: none"> ▪ Request that Cork County Council, in developing a new transportation strategy, considers how the Dunkettle Interchange upgrade will impact on traffic in the area, particularly during construction phase. ▪ Recommendation that Cork County Council undertake an assessment of commuting patterns of employees working on Little Island. <p>See full submission included in Appendix I of this report.</p>

2.6 General Public

Submissions have been received from members of the public by way of a general questionnaire and individual written statements. To maintain a certain degree of confidentiality and privacy, all comments have been categorised and summarised in Section 4 Comments Analysis.

One large submission was received from MHL Consulting Engineers representing landowners in the Courtstown area. The submission outlines the traffic impact of proposed future developments on the eastern side of Little Island.

In this report, MHL Consulting Engineers highlight the following issues:

- The signalised junction arrangement on the northern side of the N25 serving east-bound off ramp and eastbound on-ramp. This junction is restricted, geometrically by its proximity to the rail line, L3005 Old Youghal Road and the roundabout to the south of the N25. The lack of right turn lane capacity over the N25 bridge is also an issue at the location.
- The roundabout to the south of the N25 experiences heavy traffic flows from all arms. The close proximity of the roundabout to the signalised junction to the south serving the Courtstown and Ballytrasna areas severely affects capacity at the junction.
- The signalised junction serving the Courtstown Road (at the Topaz service station) experiences heavy traffic congestion. A recent planning application for development in the Courtstown area had specific conditions

The report concludes that the zoned lands in the Courtstown area are likely to result in significant traffic volumes and the current roads infrastructure does not have the available capacity to accommodate the level of traffic from the proposed future development. The level of anticipated traffic as a result of the proposed development of the zoned lands would justify the construction of a new, third grade separated junction on the N25.

The full submission is included in Appendix L.

3 QUESTIONNAIRE ASSESSMENT

3.1 Statistical Analysis of Responses

The following is the statistical information gathered from a total of 103 questionnaires completed by members of the public. Whilst the sample rate is not sufficiently high to enable a disaggregation of findings, the results do provide a good overview of the perceived quality of transportation in Little Island and the key issues which need to be addressed.

It should be noted; several submitted questionnaires were partially completed. Although a total of 103 responses were received, not all respondents answered every question. Additionally, seven questions within the questionnaire requested multiple answers.

All responses were collated in a spreadsheet to assist with the analysis and this is available in Appendix K.

3.1.1 Section A: About yourself

A1 – Where do you live?

Of the submitted questionnaires, 63% (n=65) of respondents lived in the Little Island area, 5% (n=5) lived in the Glounthaune area and the remainder from other areas as outlined below. 8 (8%) did not state where they lived.

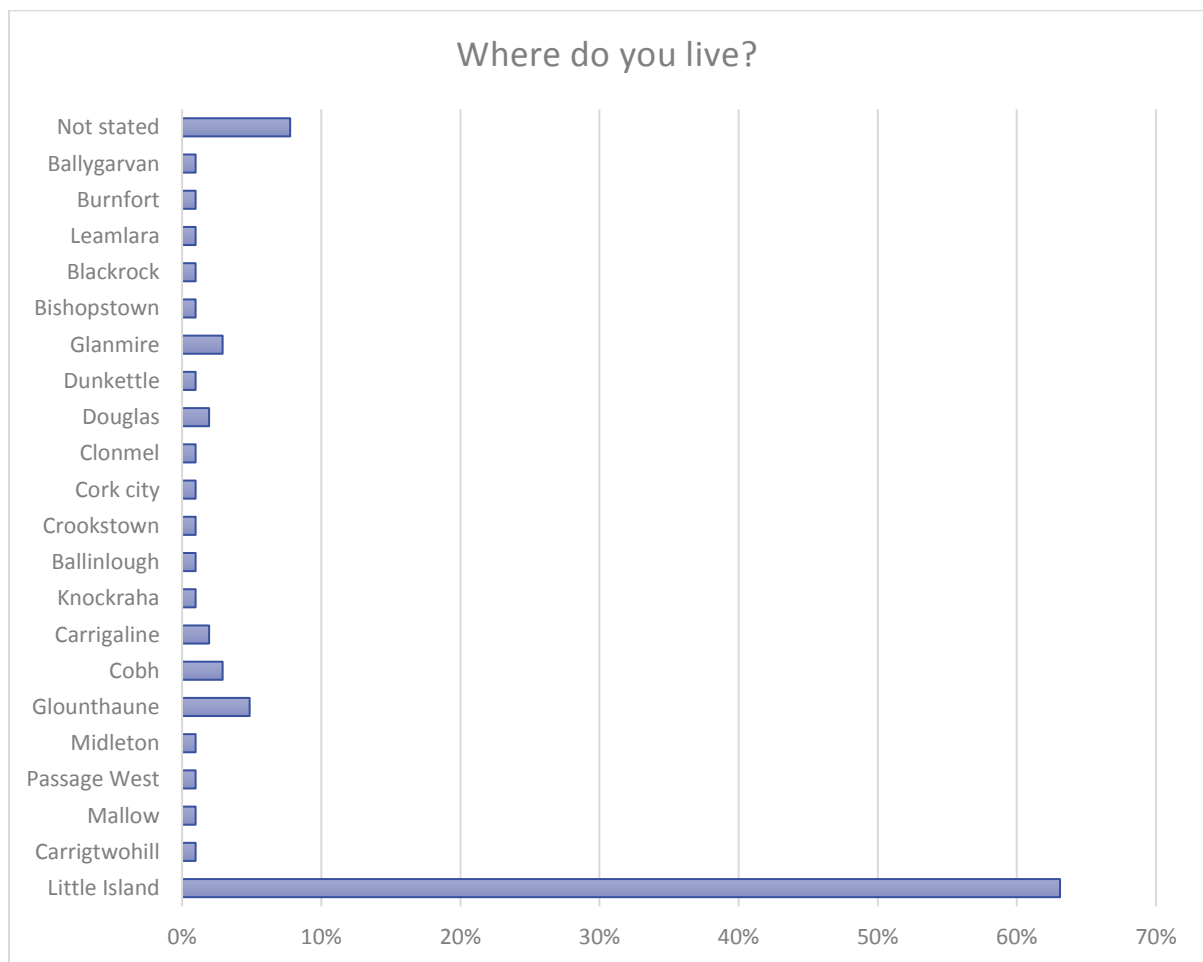


Figure 3.1: Where do you live?

A2 - Gender

A total of 51% (n=53) of the respondents were male and 48% (n=49) were female. 1 (1%) person did not state.

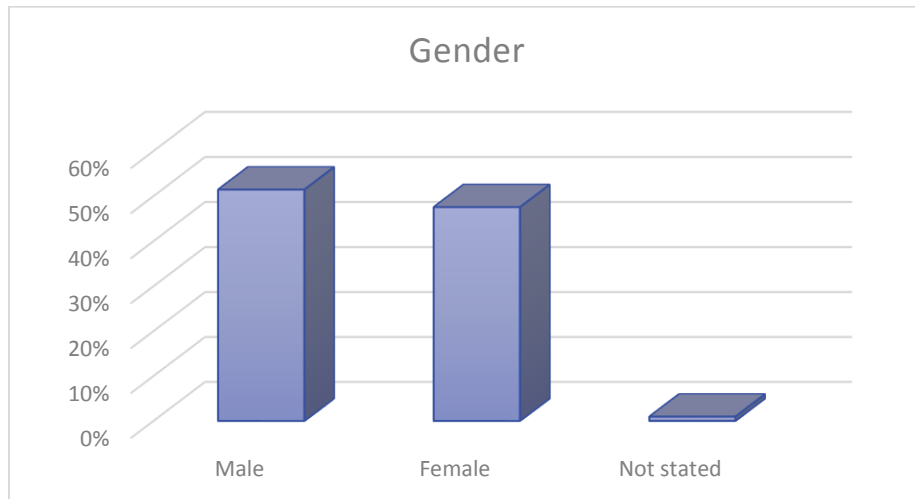


Figure 3.2: Gender

A3 - Age

A total of 33% (n=34) of the respondents were over 55, 24% (n=25) were between 45 and 55, 28% (n=29) were between 35 and 44, 12% (n=12) were between 25-34 and 2% (n=2) were under 25 years old.

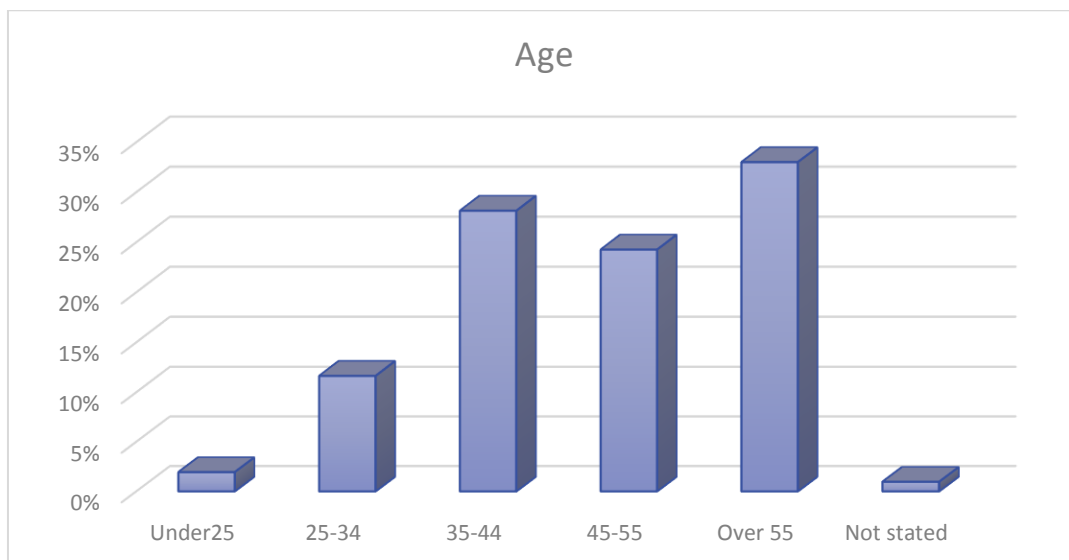


Figure 3.3: Age

A4 – Which of these options best describes you?

The respondents were asked about their employment status. A total of 64% (n=66) stated they worked full-time, 12% (n=12) part time, 2% (n=2) are full-time students 17% (n=17) are retired, 3% (n=3) looked after home/family, 2% (n=2) are unable to work due to an illness/disability and 1% (n=1) was unemployed.

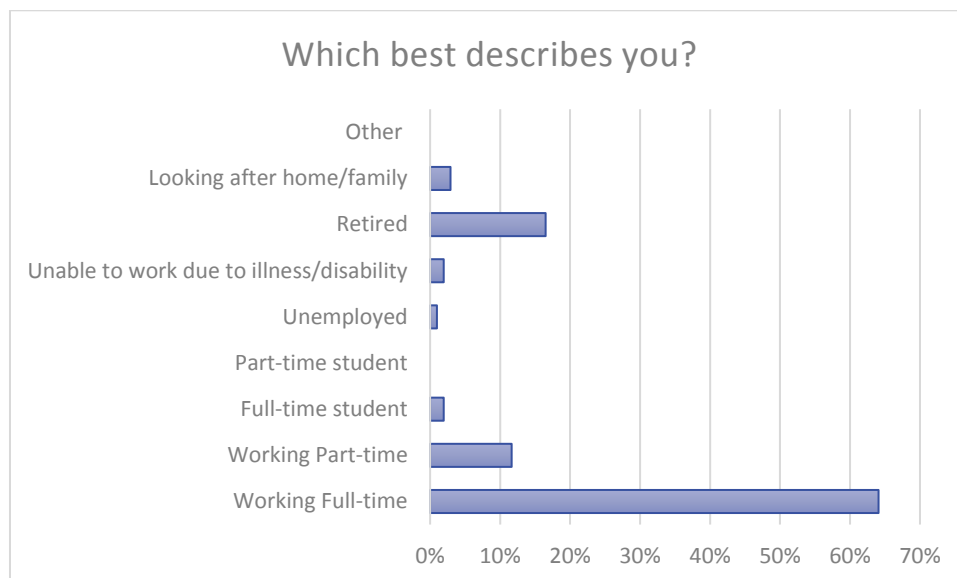


Figure 3.4: Which of these options best describes you?

A5/A6 – Do you own or have access to a car/bicycle?

A total of 98% (n=101) of the respondents owned or have access to a car and 2% (n=2) did not. When questioned regarding owning or having access to a bicycle, a total of 50% (n=52) of the respondents had access to a bicycle and 47% (n=48) did not. 3% (n=3) did not state.

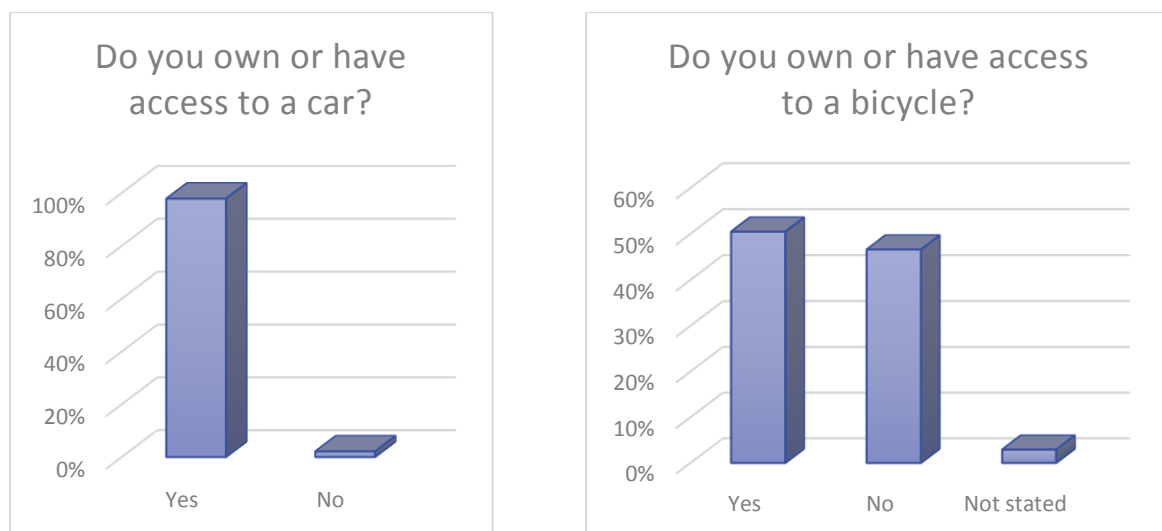


Figure 3.5: Do you have your own or have access to a car/bicycle?

A7 – How often do you travel to/within Little Island?

The respondents were asked how often they travel to/within Little Island. A total of 91% (n=94) stated they travel to/within Little Island daily, 6% (n=6) 3-4 days per week and 1% (n=1) occasionally. 2% (n=2) did not state. The responses outline many respondents either work or are reside in Little Island.

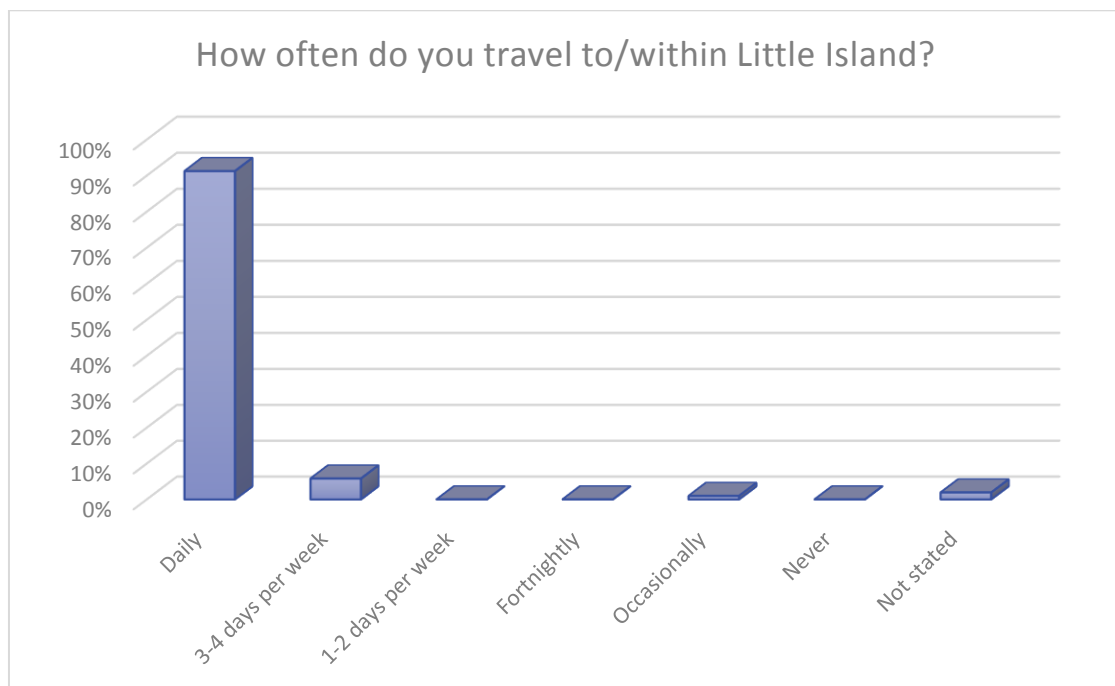


Figure 3.6: How often do you travel to/within Little Island?

A7b – Why do you travel to/within Little Island?

Respondents were asked about the purpose of their journeys to Little Island. Respondents could tick multiple answers and results show that the top four reasons for travelling to/from/within Little Island are shopping (16%), going to work within Little Island (13%), accessing social and recreational facilities during the day (12%) and travelling through to other destinations (12%).

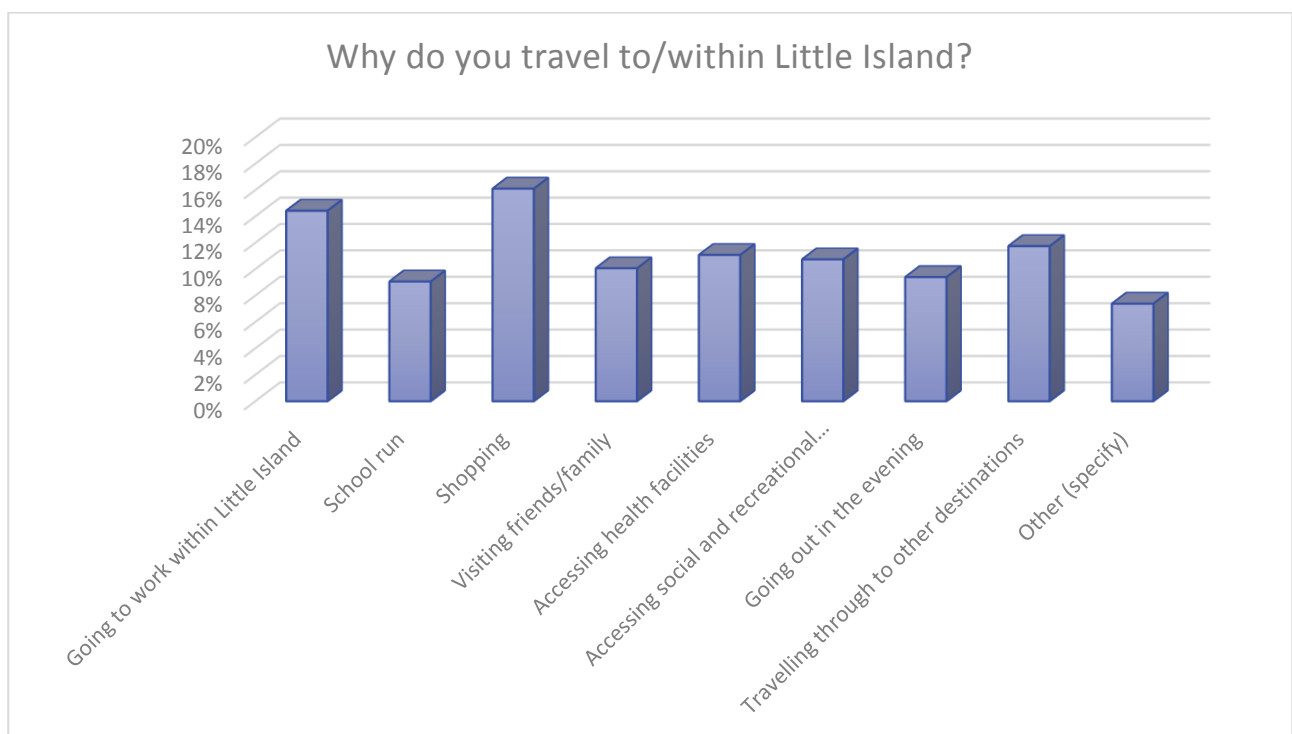


Figure 3.7: Why do you travel to/within Little Island?

3.1.2 Section B: About your journey to work/education

If respondents are working or studying (full or part time), they were asked to complete four questions regarding their journey to work/education. This section covered aspects of the respondent's commute including:

- Where they work;
- How they travel to work;
- The hours that they work; and
- What mode of transport they might occasionally use.

B1 – Where do you work/study?

Of the respondents who answered this question and work/study, 57%, (n=37) stated they worked in Little Island, 23% (n=15) worked in Cork City and 20% (n=13) worked in other locations.

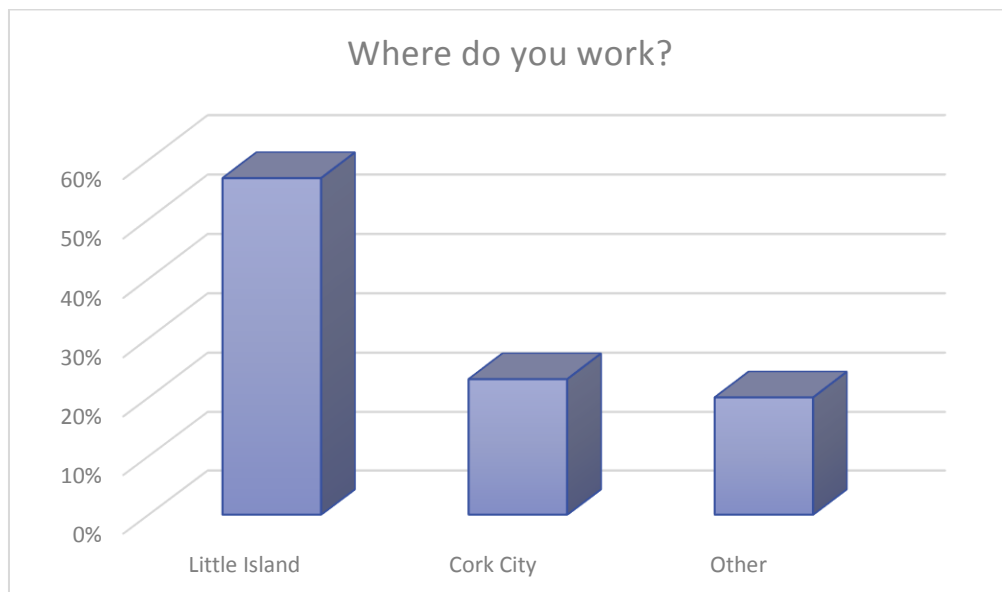


Figure 3.8: Where do you work/study?

In total 38 respondents outlined they work for companies in Little Island. Of the company employees that responded, PepsiCo had the highest number of employee responses with 29% (n=11)

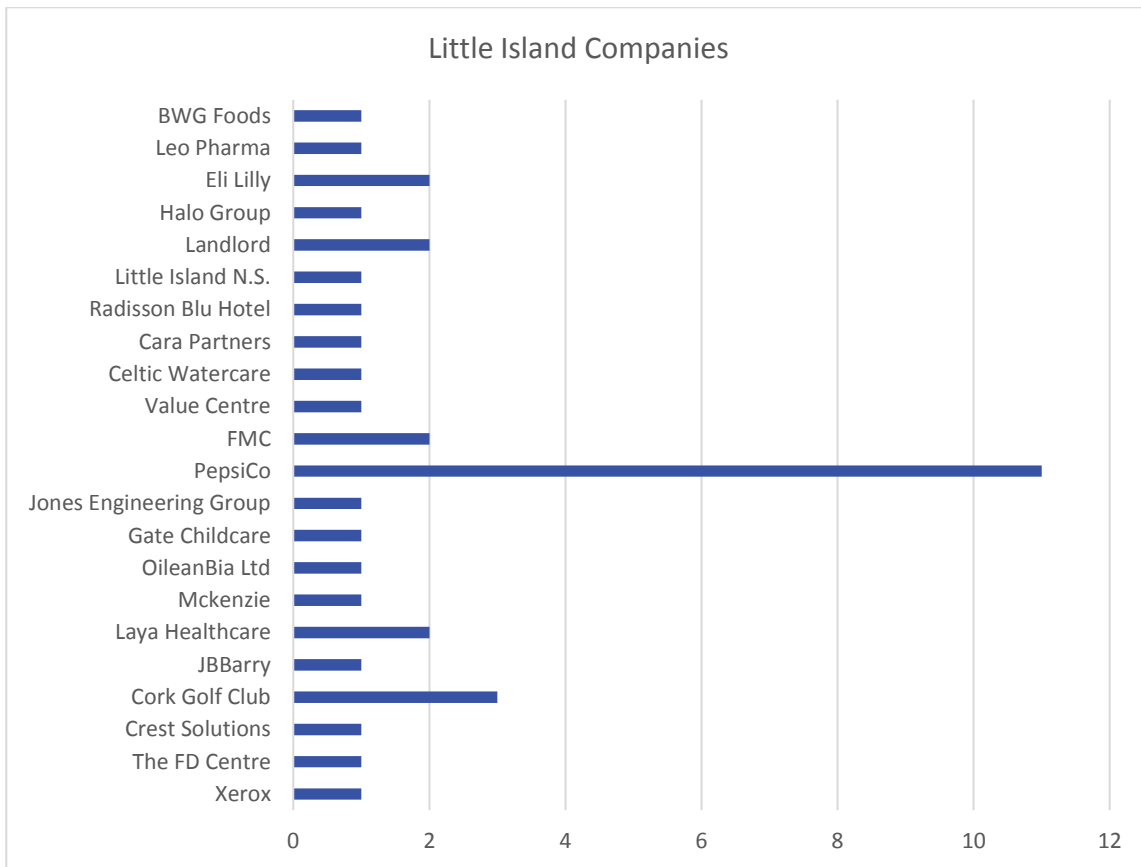


Figure 3.9: Company name if working in Little Island

Figure 3.8 above outlines 20% of respondents work in 'other' location. These comprise, Watergrasshill, Ringaskiddy, Carrigtwohill, Passage West, Ballincollig, Cobh, Fermoy, Innishannon and Glounthaune.

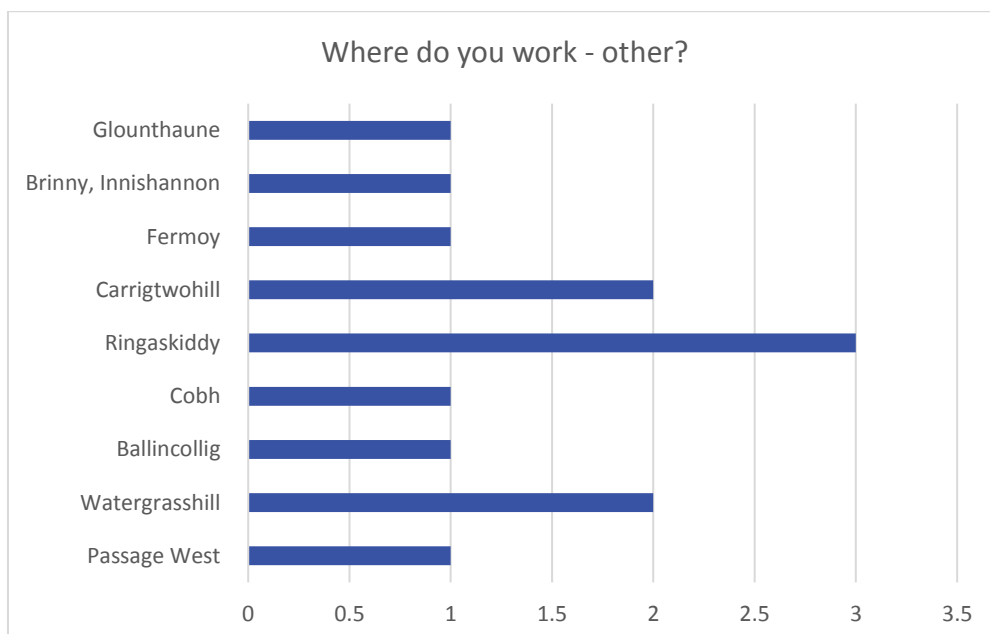


Figure 3.10: Town/City where respondents work other than Little Island & Cork City

B2 – What hours do you usually work or attend an educational facility?

Respondents were asked what hours they usually work or attend an educational facility. Of the respondents that answered, the results show a clear trend of travel during peak time.

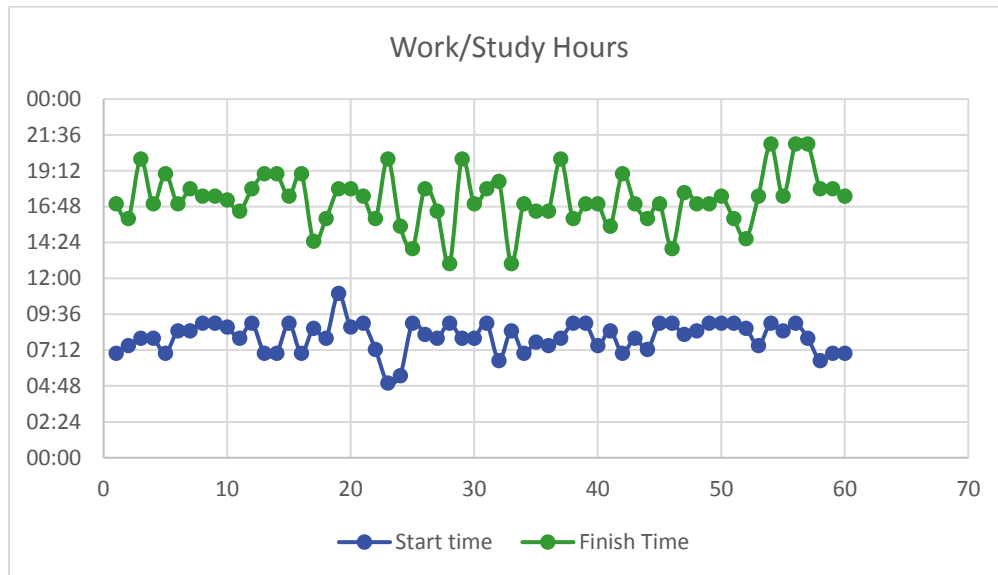


Figure 3.11: What hours do you usually work or attend an educational facility?

B3 – How do you travel to work or education? What do you use most often?

The respondents were asked about which mode of travel they use most often. A total of 92% (n=66) stated that they drive a car most often, 4% (n=3) bicycle, 3% (n=2) train and 1% (n=1) use the bus.

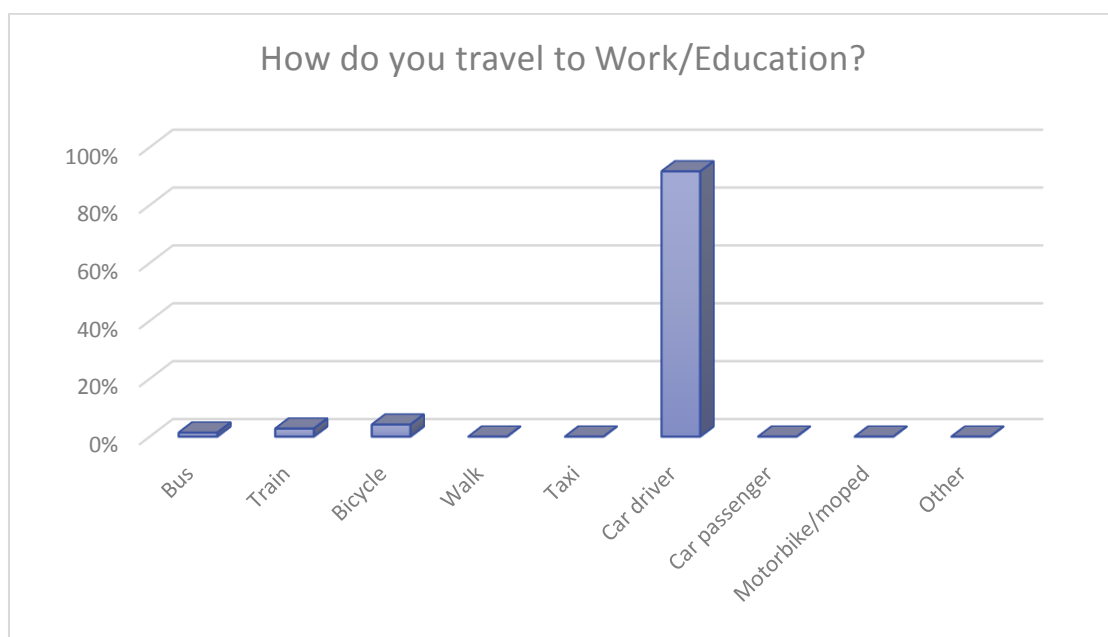


Figure 3.12: How do you travel to work or education? What do you use most often?

B4 – Which of the following do you occasionally use instead of your main mode of transport?

A total of 28% (n=27) outlined that they do not occasionally use an alternative mode of transport for their journey. 16% (n=16) of respondents choose the train occasionally while 15% (n=15) and 14% (n=14) respectively chose to walk and cycle. Respondents were asked to tick all that apply.

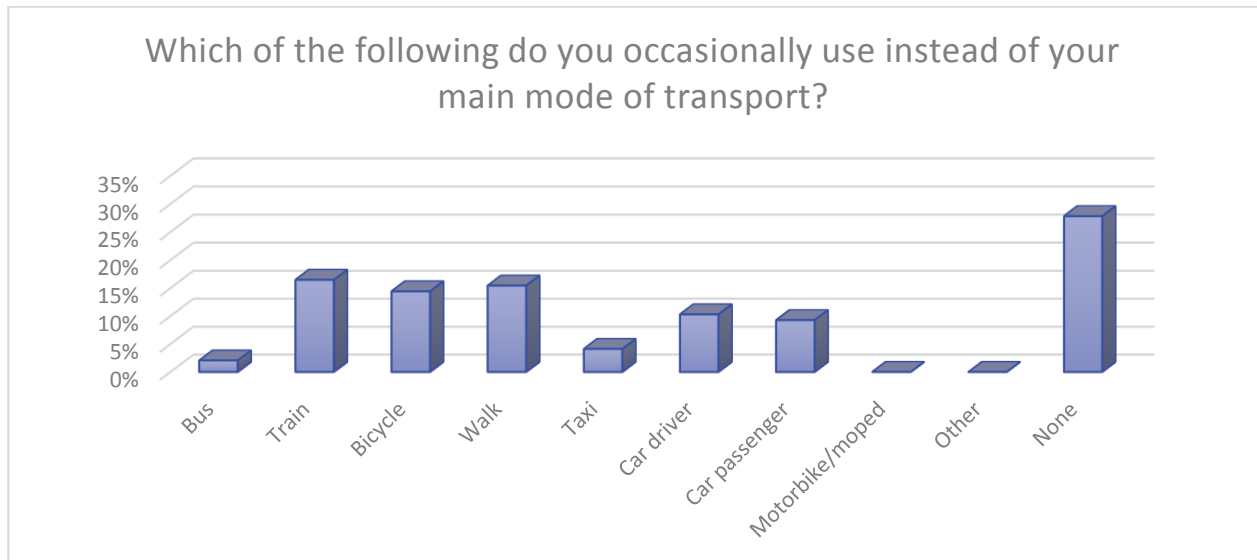


Figure 3.13: Which of the following do you occasionally use instead of your main mode of transport?

3.1.3 Section C: Travel by car

When asked what was the main reason for using a car, 20% (n=49) outlined that a car was essential to perform job, 16% (n=39) outlined a lack of alternative, 12% (n=31) outlined it was quicker than alternatives and 12% (n=29) dropping off/collecting children from school. 2-9% of respondents also ticked other reasons for using the car to travel.

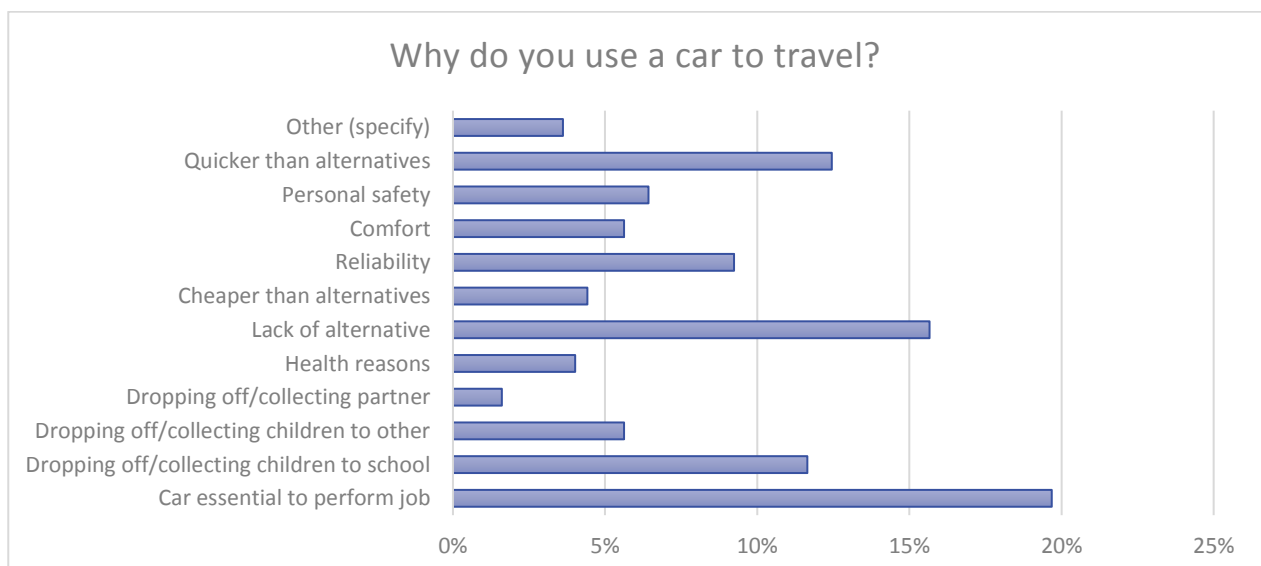


Figure 3.14: Why do you use a car to travel?

3.1.4 Section D: Travel by public transport, cycle or walking

D1 – Public Transport – Which of the following improvements would most encourage you to use the train more?

In respect to public transport and specifically to train use, respondents were asked to choose the top 3 reasons which would encourage respondents to take the train more. It should be noted some respondents ticked more than 3 boxes. 25% of respondents chose better quality walking and cycling links from the Railway Station to Little Island and additionally, 26% chose more direct services. These two issues were chosen as the most important improvement measure to increase train usage.

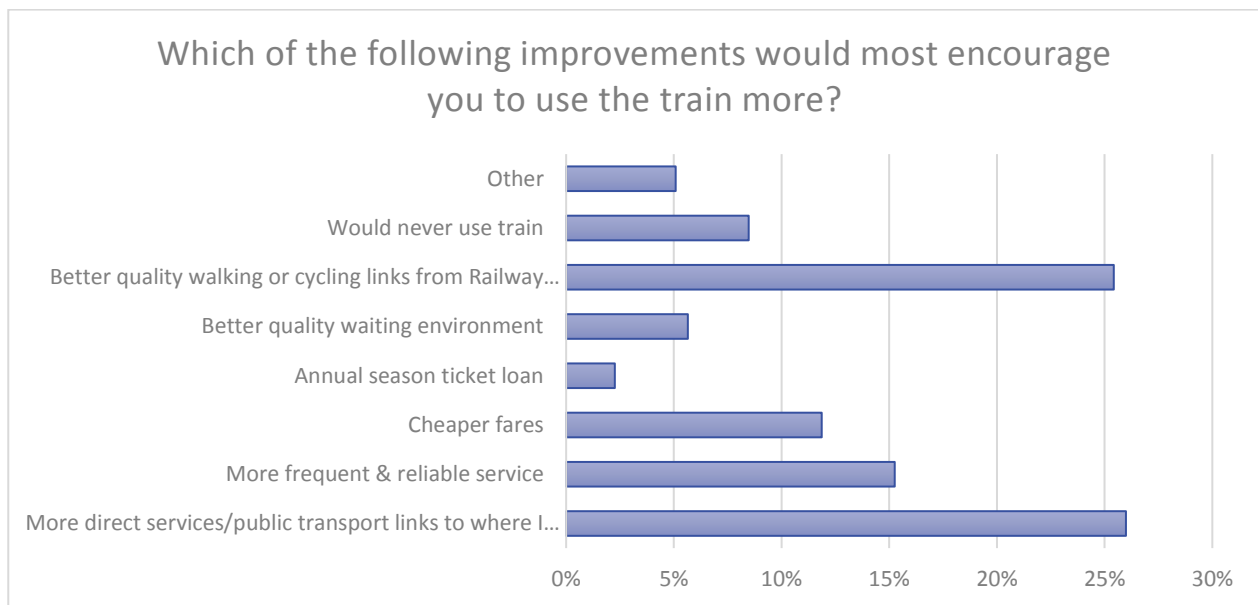


Figure 3.15: Which of the following improvements would most encourage you to use the train more?

D2 – Which of the following improvements would most encourage you to use the bus more?

Respondents were asked which improvements would encourage them to use the bus more. Respondents were asked to choose the top 3 reasons which would encourage respondents to take the bus more. It should be noted some respondents ticked more than 3 boxes. 27% chose more direct service/links and 26% also chose provision of a direct service into Little Island. 20% chose a more frequent and direct service would encourage them to use the bus more. Other measures ranged between 2 and 9%.

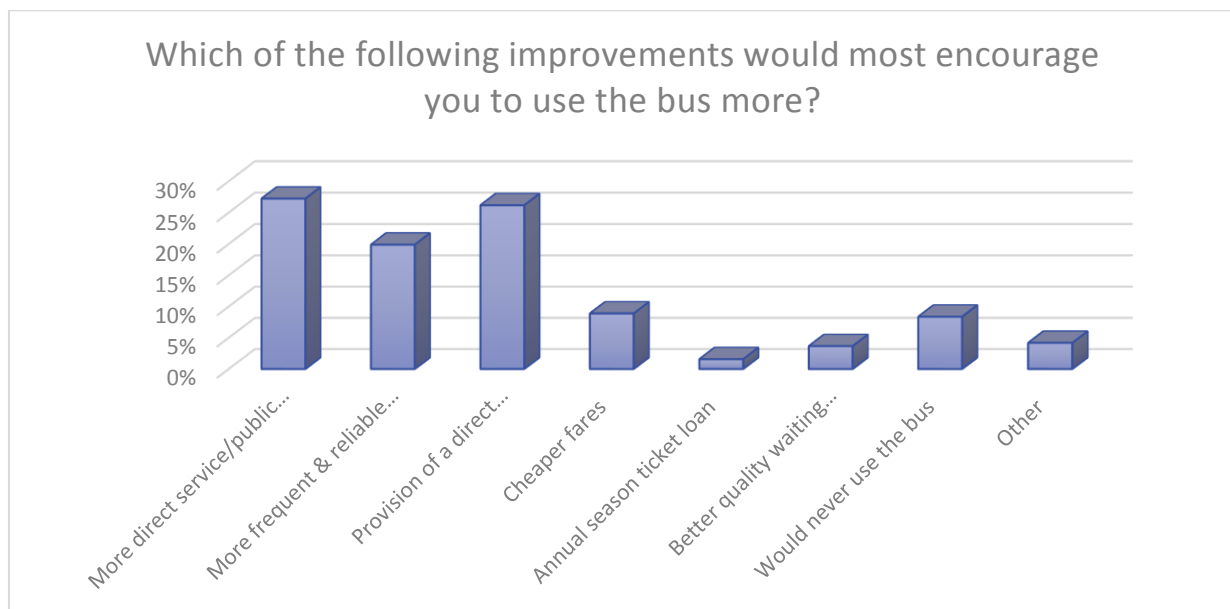


Figure 3.16: Which of the following improvements would most encourage you to use the bus more?

D3 – Which of the following improvements would encourage you to cycle more?

With respect to cycling, respondents were asked to choose the top 3 reasons which would encourage respondents to take cycle more. It should be noted some respondents ticked more than 3 boxes. 34% of respondents stated that improved cycle paths/lanes as the most important improvement measure that could be made to encourage and increase cycling. A total of 18% stated improved and secure parking would encourage cycling, however 18% also stated that they would never cycle. 12% of respondents stated a pick-up/drop-off shared bike scheme and improved public transport bike carriage.

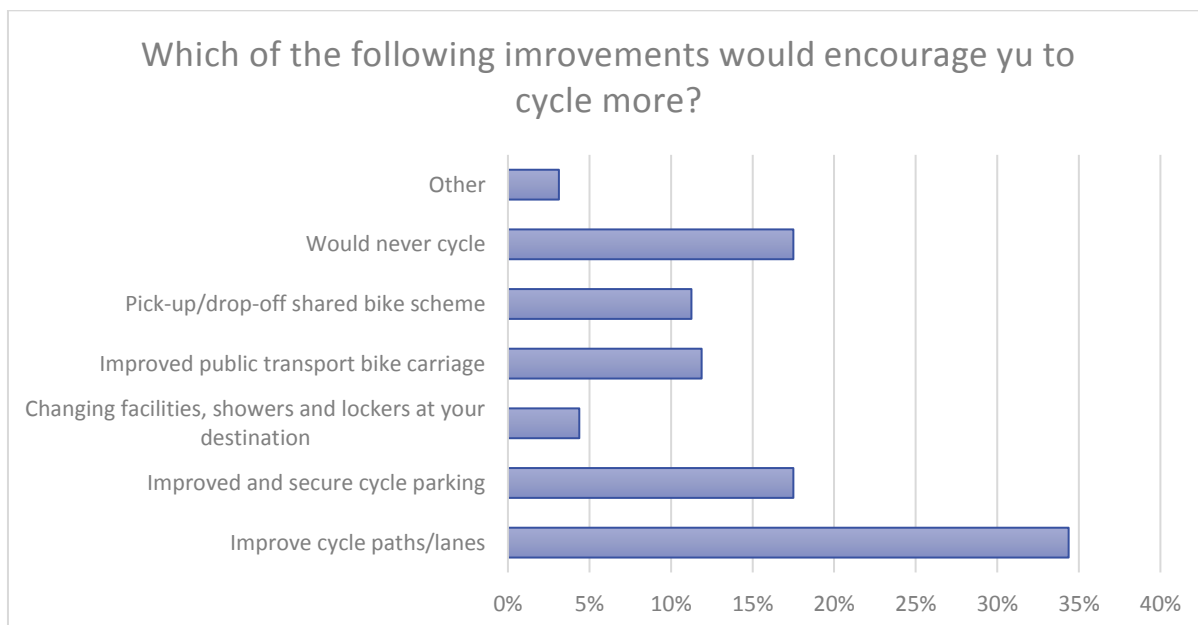


Figure 3.17: Which of the following improvements would encourage you to cycle more?

D4 – Which of the following improvements would encourage you to walk more?

With respect to walking, respondents were asked to choose the top 3 reasons which would encourage respondents to take walk more. It should be noted some respondents ticked more than 3 boxes. 26% of respondents stated that better quality footpaths as the most important improvement that could be made to the existing pedestrian facilities. A total of 22% stated improved road crossings and 22% stated that safer routes would encourage walking. A total of 12% of respondents stated improved street lighting as a measure to encourage walking. 7% of respondents stated they would not walk in Little Island.

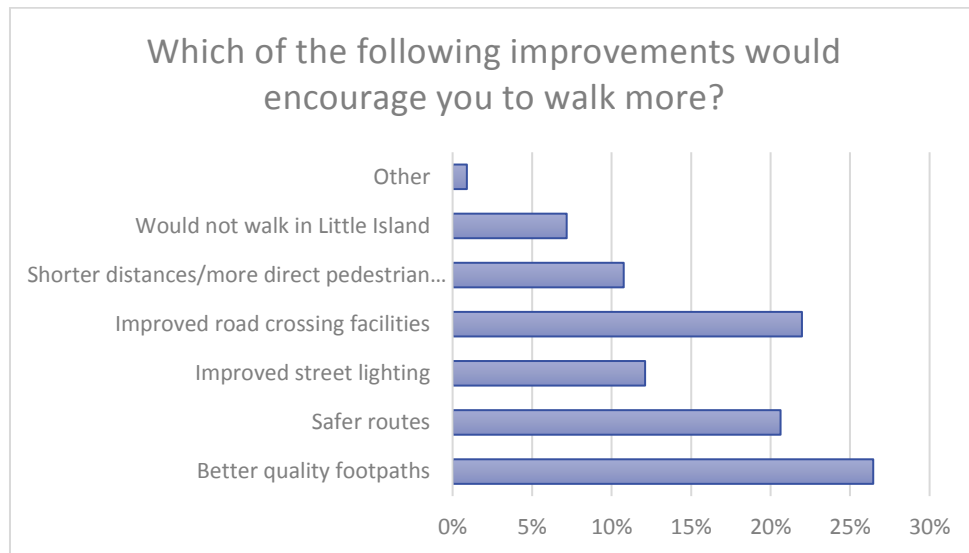


Figure 3.18: Which of the following improvements would encourage you to walk more?

3.1.5 Section E: Transport infrastructure

E1 – How would you rate general traffic conditions in the Little Island area?

In terms of public perception, 77% (n=79) of respondents stated that they rate the general traffic conditions in Little Island area as very poor, 14% (n=14) as poor, 7% (n=7) as adequate and 1% (n=1) as good.

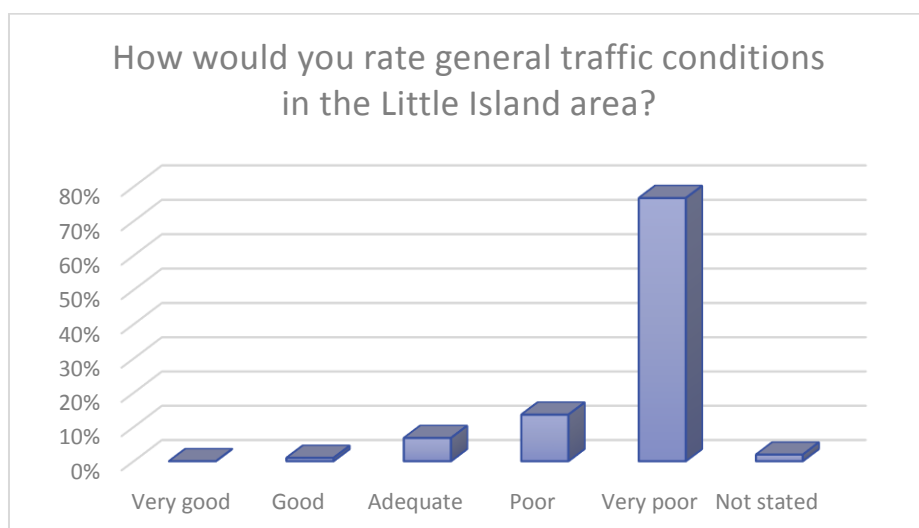


Figure 3.19: How would you rate the general traffic conditions in the Little Island area?

E2 – How would you rate pedestrian infrastructure in Little Island?

A total of 35% (n=36) of respondents stated that they rate pedestrian infrastructure in Little Island as very poor, a further 37% (n=38) as poor, 22% (n=23) as adequate, and 3% (n=3) as good. None of the respondents rated the pedestrian infrastructure in Little Island as very good and 3% (n=3) did not state.

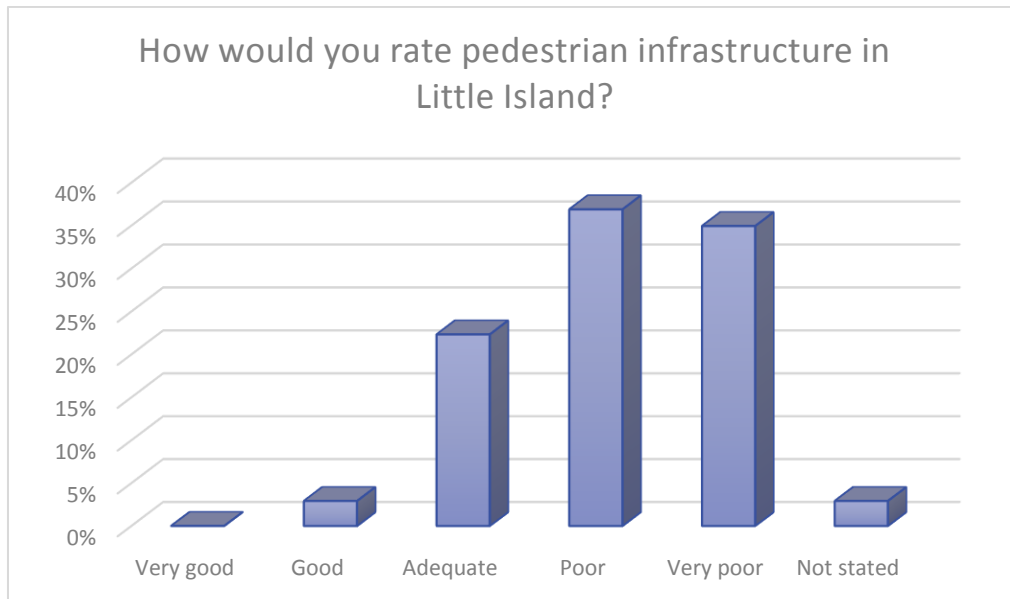


Figure 3.20: How would you rate pedestrian infrastructure in Little Island?

E3 – How would you rate cycle infrastructure in Little Island?

A total of 67% (n=69) of respondents stated that they rate cycle infrastructure in Little Island as very poor, 24% (n=25) as poor, 5% (n=5) as adequate and 1% (n=1) as good. 3% (n=3) did not state. None of the respondents rated the cycle infrastructure in Little Island as very good.

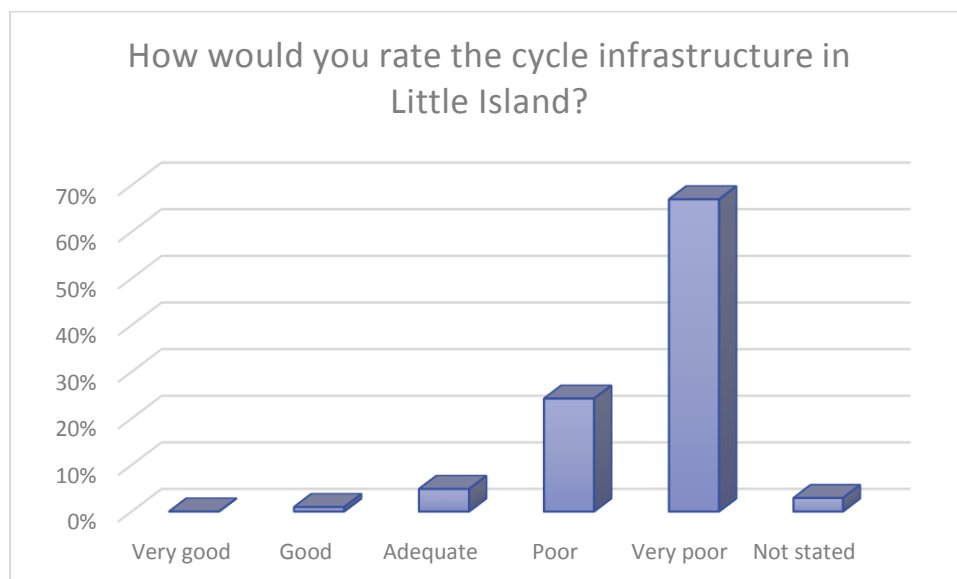


Figure 3.21: How would you rate cycle infrastructure in Little Island?

E4 – How would you rate public transport provision in Little Island?

A total of 53% (n=55) of respondents stated that they rate public transport provision in Little Island as very poor, 24% (n=25) as poor, 15% (n=15) as adequate and 3% (n=3) as good. One respondent (1%) rated the public transport as very good and 4% (n=4) did not state.

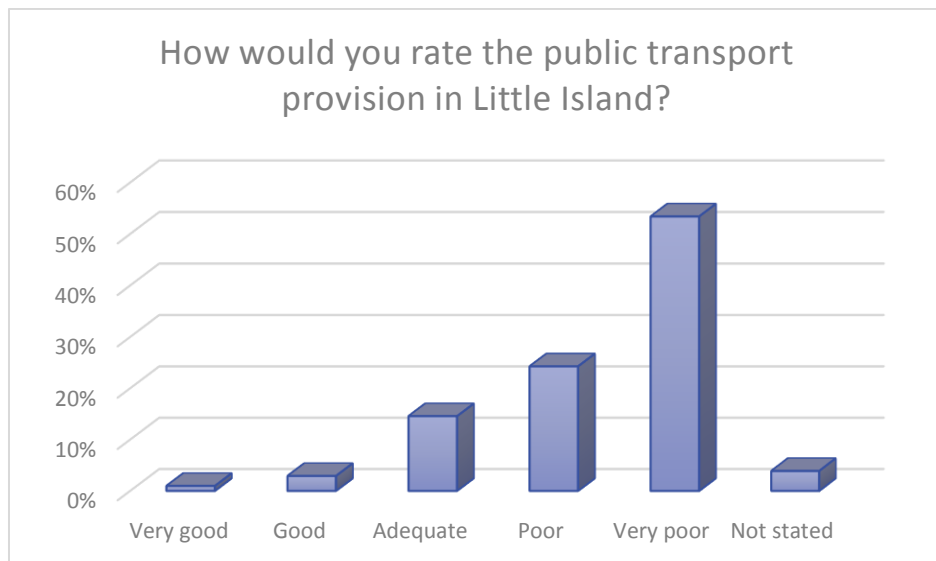


Figure 3.22: How would you rate public transport provision in Little Island?

E5 – How would you rate car parking provision in Little Island?

A total of 26% (n=27) of respondents stated that they rate car parking provision in Little Island as very poor, 23% (n=24) as poor, 17% (n=18) as adequate, a further 18% (n=19) as good and 11% (n=11) as very good. 4% (n=4) did not state.

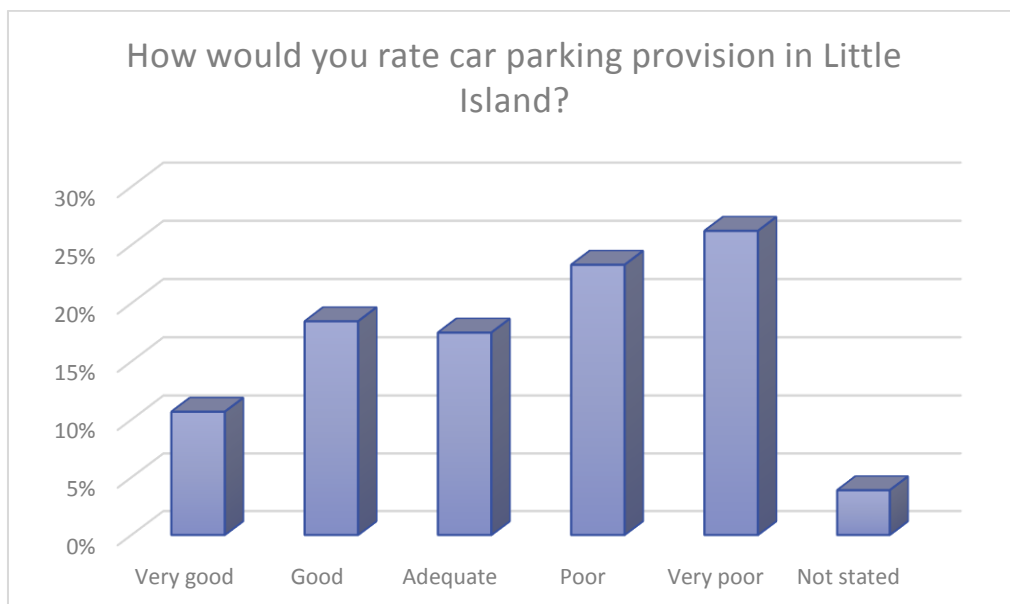


Figure 3.23: How would you rate the car parking provision in Little Island?

4 COMMENTS ANALYSIS

4.1 Comments Received

Respondents were invited to provide comments regarding specific transport issues in Little Island and the immediate area which are of concern. Of the total of 103 submissions, 90 chose to submit comments at the end of the questionnaire. The comments have been analysed and grouped to determine what the respondents deem to be the key transportation issues.

4.1.1 Categorisation of comments

Comments were submitted outlining concerns and some suggested solutions. Figure 4.1 shows the categorisation of the responses received identifying the top categories. The categories include; traffic congestion/volume; changes to existing road infrastructure; condition of existing infrastructure; walking/cycling; public transport; parking; speeding; safety concerns and other. The top 3 categories of comments are traffic congestion (52), walking/cycling (54) and changes to existing infrastructure (65). Section 4.1.3 outlines the reoccurring comments submitted under the below headings.

Respondents generally made a number of separate comments which fell into more than one category.

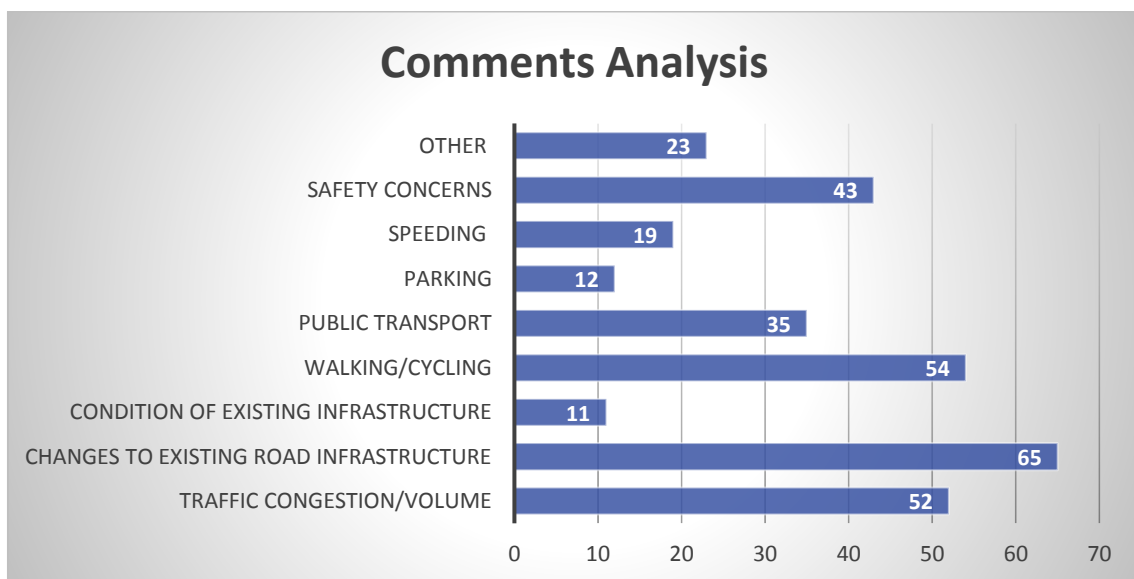


Figure 4.1: Comments Analysis

4.1.2 Subjective description of categories

It should be noted that some respondents made comments which fell into more than one category. A spreadsheet was used to analyse and categorise the comments; this is available in Appendix J. The following is a subjective description of each of the categories listed:

- Traffic Congestion/Volume: These are negative comments relating to the volume and congestion of traffic entering and exiting Little Island particularly at peak hours.
- Changes to existing infrastructure: Respondents have made suggestions for upgrades to the existing infrastructure. More specifically, the majority of these comments request an additional entrance/exit to Little Island.
- Condition of existing infrastructure: These were generally negative comments relating to poor road surfaces and pinch points on the road network.

- Walking/Cycling: Comments relating to walking/cycling issues are negative in nature i.e. but also include requests for improved walking/cycling infrastructure.
- Public Transport: Generally negative comments relating to the lack of bus services and requests for improved public transport services.
- Parking: Comments relating to the negative impact of illegal parking. More specifically, HGV's parking illegally and employees parking in residential areas.
- Speeding: Negative comments regarding speeding vehicles.
- Safety concerns: These comments are negative in nature. More specifically they refer to safety concerns for pedestrians, cyclists, children in residential areas, junction safety for drivers and access for emergency services.
- Other: The comments generally referred to other suggestions to improve transport conditions including lighting, signage and traffic lights sequences.

Figure 4.2: Reoccurring keywords within comments

When analysing the comments received in the questionnaires, it became evident that there were several reoccurring comments throughout. The predominant transportation issue stated was traffic volume/congestion and the main solutions stated were infrastructural changes, improvement to walking/cycling and public transport. All comments have been noted with some specific issues mentioned and directly quoted; however, numerous repeated comments have been condensed to one comment.

- Traffic is terrible getting in/out of Little Island
- Over reliance on the car is a major issue
- Residents feel trapped in houses at peak times due to traffic congestion
- Traffic congestion at the Dunkettle Tunnel/Roundabout
- National School traffic causes congestion in the immediate area
- Traffic congestion is affecting local Little Island businesses

Changes to existing Infrastructure:

- Additional exit/entrance onto Little Island is required
- Additional entrance/exit to Little Island at eastern end of Little Island, particularly as the area is zoned for further development.
- Create a new access/egress from Ballytrasna Park Road to N25.
- Additional entrance/exit from Eastgate Business Park.
- As a priority, another entrance to/from Little Island should be provided on both the Eastern and Western sides of Little Island.
- Develop a distributor road for projected developments of the former Harbour Point Gold Club and other east side areas.
- Eastgate/Radisson Blu roundabout is too small for purpose
- Additional lane/widen road from Eastgate roundabout to the Crompan roundabout at entrance to Little Island, to assist residents not exiting Little Island at peak times and employees accessing the N25 towards Cork City.
- Road infrastructure to be completely upgraded and resurfaced
- Current layout of entrances/exits are wide sweeping encouraging fast entry and exit by vehicles
- Yellow (stay clear boxes) required in several locations including The Fairways, Church Court, Castleview, Castlewood and St Lappan's Place.
- No right turn into Castlewood Estate due to road layout
- Include a left turn traffic light towards Courtstown/Harbour Point Business Park at the Topaz/Centra.
- Ensure Clash Road remains a rural road. If developed, this would cause further congestion.
- Proposal for two lanes of traffic coming from Cork Golf Club to Island Cross; one to go left and the other to go straight on or right into Ind. Est.
- Proposed road changes in harbour point will not work

Condition of Existing Infrastructure:

- Poor road surfaces in parts of Little Island; roads can't cope with level of traffic and HGV's.
- Sitecast Industrial Estate should be resurfaced.
- Potholes are common due to excess traffic.

Walking/Cycling:

- No cycle path provision
- Poor footpaths and not continuous
- Lack of safe pedestrian crossings
- Poor accessibility for walking/cycling to other destination.
- No access for disabled/buggies going east at train station; poor accessibility.
- Footpaths to be introduced where needed and existing one's upgraded.
- Cycle lanes to be introduced in Little Island
- Dedicated cycle lanes from Cork City to Little Island are required
- Install pedestrian crossing at all entrance/exits into Eastgate Business Park
- Develop a shared communal cycle parking/showering/lockers facility in Eastgate
- Introduce walkways/cycleways along the river to encourage exercise

Public Transport:

- Currently there is a lack of public transport.
- Railway station too far removed, therefore under utilised
- Park and ride to be put in place with shuttle bus
- Rail tickets are too expensive
- Public transport should be available into Little Island on a daily basis with drop off points
- Compulsory acquisition of available land for a park and ride facility
- More direct transport links required from Little Island.
- Reintroduce shuttle bus from train station
- Introduce subsidised rail tickets

- Explore a bike share scheme (similar to Coca-Cola bikes) at the railway station and at various locations throughout Little Island.
- Provision of bus lanes for unrestricted bus access
- Include another rail stop at the eastern side of the island

Parking:

- Illegal parking of HGV's outside the Topaz/Centra fuel station and in residential areas causing obstruction
- Parking of cars by non-resident in residential areas to avoid traffic congestion in evening.
- Illegal parking of cars in residential areas
- Enforcement of parking regulations
- Include residents parking bays

Speeding:

- Speed of HGV's and general traffic around Little Island
- Speeding HGV's travelling through Courtstown area.
- Speeding vehicles by the school
- Reduce the speed limit on Clash Road.
- Speed limit to be enforced by the Gardaí, particularly during working week
- Transport companies to be engaged and made aware of speed limits

Safety Concerns:

- Roads feel unsafe for pedestrian's due to HGV's, particularly in Courtstown area.
- Dangerous for children in the area when they cycle their bikes.
- The junction from Glanmire/Glounthaune over the bridge, both ways, is dangerous and needs to be looked at.
- Afraid to drive between 4 and 6 on weekdays.
- Unsafe for walking due to traffic.
- Dangerous motorist behaviour at Eastgate roundabout at peak times, motorists not using correct lanes
- Access for Emergency Services during peak periods in the event of an incident is an issue
- Vehicles queuing on the slip road on the N25
- Concern for safety and Island Cross junction, particularly pedestrians
- A no HGV's policy on road past Little Island post office, as road unsuitable.

Other:

- Changes to lighting sequence at Dunkettle required for traffic exiting through the back road
- Alter traffic light sequence in general
- Traffic congestion affects work performance
- Potentially use the river as a mode of transport i.e. ferry service
- Street lighting is very poor; improve public lighting
- Improved road signage to highlight various industrial estates
- Harbour area in need of clean-up
- Develop the harbour area to include boardwalk and marina/berthing facilities
- Further Garda presence at Little Island
- Traffic congestion is an issue for prospective employees
- Development of the former Harbour Point Golf Club to include an extensive public amenity area.
- Environmental concerns i.e. protection of water/wetlands should be considered

5 SUMMARY AND CONCLUSIONS

5.1 Summary

Cork County Council has commenced the process of undertaking a Traffic and Transportation Study for Little Island to identify the various means by which access to and from Little Island, and within the Island itself, can operate on a sustainable basis. CH2M Barry in association with SYSTRA have been commissioned to assist Cork County Council in the preparation of the study.

The purpose of this study will be to identify the traffic and transportation measures required to facilitate the sustainable development of Little Island as set out in the draft Cobh Municipal District Local Area Plan. The study will be guided by local, regional and national planning policy and will explore the key themes below but it is necessary to gather the local knowledge of residents and input from employees, businesses and formal stakeholders to identify travel patterns, current transportation issues and potential solutions to be explored.

Key Themes

- Support the needs of the residential community;
- Promote the sustainable growth of Little Island as a strategic employment location;
- Create a more efficient transport network;
- Support travel by public transport; and
- Encourage greater levels of walking and cycling.

A first public consultation event was held at the Radisson Blu Hotel on the 28th June 2017. Members of the public were invited to attend and the event was advertised in local newspapers and on local radio. The purpose of the exhibition was to inform people about the study and invite their views regarding their transportation issues and concerns. Respondents also had the opportunity to submit comments concerning specific transport issues in Little Island and the immediate area.

The exhibition was well attended, with a constant flow of visitors throughout the day. In total over 130 people attended the exhibition and 86 completed questionnaires were received during the exhibition and a further 17 questionnaires were returned by post/email shortly after the event. In total 103 completed questionnaires were submitted, seven email submissions with general comments and five stakeholder submissions.

5.1.1 Key points from submissions

By the end of the consultation process a number of submissions had been received from a variety of different stakeholders. Whilst analysing the responses received, it was evident that certain patterns were evolving in the responses submitted. It was clear that the main transportation issue for respondents is traffic congestion at peak times. The proposed solutions which repeated throughout the comments included improved public transport, walking and cycling facilities and an additional entrance to Little Island for vehicles.

Main Concerns

A review of these submissions identified the following main concerns:

- Traffic congestion is frequent particularly during peak hour periods.
- School traffic causes congestion near the school during drop-off and pick-up periods.
- Residents are negatively affected, particularly at peak times.
- Future proposed developments will intensify traffic congestion
- Local businesses are adversely affected due to traffic congestion
- It is difficult to attract and recruit workers to Little Island
- Traffic congestion affects employees work performance
- Many residents commented on speeding HGV's on unsuitable roads.

- Poor surfacing of roads in areas of Little Island, due to volume of traffic and HGV's.
- There is no cycle path provision.
- Poor accessibility for elderly/parents with buggies going east at the train station
- A lack of public transport into Little Island; railway station too far removed
- Rail tickets are too expensive
- Poor parking practices causes further congestion particularly due to illegal parking of HGV's at the Centra/Topaz and employees parking in residential areas
- Speed of HGV's and general traffic around Little Island and particularly through the Courtstown and school areas
- Pedestrian facilities are inadequate, particular issues include dis-jointed network, lack of appropriate safe crossings, poor surfacing and widths and poor streets lighting. The Courtstown and Little Island Cross areas were highlighted as safety concerns.
- It is dangerous for children on their bikes
- Pedestrian safety at Little Island cross is an issue
- The Glanmire/Glounthaune junction over the bridge requires reviewing.
- Dangerous motorist behaviour and queuing traffic on the N25 slip road.
- Motorists using the car parks in Eastgate as rat runs
- Access for Emergency Services at peak times in event of an incident
- Changes required to the lighting sequence at Dunkettle interchange from the back road (R623)
- Street lighting is poor
- Environmental concerns i.e. protection of water/wetlands should be considered

Suggested Solutions

A review of these submissions identified the following **suggested solutions**:

- Develop a proper and effective traffic management plan
- Develop a masterplan for the entire island that incorporates all aspects of growth in the area
- Add an additional entrance/exit to Little Island
- Create a new entrance at the Eastern end of Little Island
- Create a new access/egress from Ballytrasna Park Road to N25
- Add an additional entrance/exit from Eastgate Business park to N25
- Develop a distributor road for projected developments of the former Harbour Point Gold Club and other east side areas.
- Add additional lanes to the Eastgate Business park roundabout to the Crompan roundabout
- Upgrade and resurface road infrastructure
- Redesign junctions with tighter radii to slow vehicles
- Introduce yellow stay clear road markings at various locations to ease exit/entry
- Include a left turn traffic light towards Courtstown/Harbour Point Business Park at the Topaz/Centra
- Introduce two lanes of traffic coming from Cork Golf Club to Island Cross; one to go left and the other to go straight on or right into Ind. Est.
- Footpaths to be introduced where needed and existing one's upgraded.
- Cycle lanes to be introduced in Little Island
- Secure bike parking facilities at the train station and workplace
- Dedicated cycle lanes from Cork City to Little Island are required
- Install pedestrian crossing at all entrance/exits into Eastgate Business Park
- Develop a shared communal cycle parking/showering/lockers facility in Eastgate
- Introduce walkways/cycleways along the river to encourage exercise
- Pedestrian footbridge/cycle bridge from Railway station area over motorway and entering Eastgate
- Explore more direct public transport links from Little Island
- Improve city centre connectivity to train station
- Provision of bus lanes and appropriate bus infrastructure i.e. waiting facilities.
- Consider compulsory acquisition of available land for a park and ride facility
- Reintroduce shuttle bus from train station
- Introduce subsidised rail tickets

- Explore a bike share scheme (similar to Coca-Cola bikes) at the railway station and at various locations throughout Little Island.
- Include another rail stop at the eastern side of the island
- Enforcement of parking regulations
- Include residents parking bays
- Reduce the speed limit on Clash Road.
- Speed limit to be enforced by the Gardaí, particularly during working week
- Transport companies to be engaged and made aware of speed limits
- Introduce a no HGV's policy on road past Little Island post office, as road unsuitable.
- Alter the lighting sequence at Dunkettle interchange from the back road (R623)
- Review lighting sequences of all traffic lights in the area
- Additional entrance/exit lanes to the Dunkettle Interchange from R623.
- Flexible working hours encouraged by employers
- Awareness campaigns for public transport (train)
- Rest area for HGVs
- Ferry service - Potentially use the river as a mode of transport
- Improve public lighting
- Improve signage to various industrial estates
- Harbour area in need of clean-up
- Develop the harbour area to include boardwalk and marina/berthing facilities
- Further Garda presence at Little Island
- Real time information highlighting congestion

It is evident from the above concerns and suggested solutions that there are a number of junctions and roads that are in need of upgrading to increase safety, encourage walking/cycling/public transport use and improve the transport network and traffic flows. The concerns and stated solutions identify the need for a balanced approach to transportation in Little Island.

5.1.2 Next Steps

Following this consultation process, CH2M Barry/SYSTRA now intend to progress the study through the following steps:

- Transport modelling
- Future transport options and testing
- Transport strategy recommendations
- Further consultation in March 2018
- Consideration of submissions and adoption of strategy
- Final report by May 2018

Appendix A:

Public Questionnaire



CH2M Barry

SYSTRA

Little Island Transportation Study (LITS) 1st Public Consultation - Questionnaire

Please return by ballot-box or by post to Tim Delaney, CH2M Barry, 3 Eastgate Road, Eastgate Business Park, Little Island, Co. Cork, T45 KH74 (or email: tdelaney@jbbarry.ie) by 14 July 2017.

We sincerely thank you for taking the time to participate in the 1st public consultation for the Little Island Transportation Study (LITS).

SECTION A: ABOUT YOURSELF

A1 Where do you live?

(e.g. Little Island, Carrigrohilly, Middleton, Bishopstown, Mallow, etc)

A2 Gender

- (1) Male ☐
- (2) Female ☐

A3 Age

- (1) Under 25 ☐
- (2) 25 – 34 ☐
- (3) 35 – 44 ☐
- (4) 45 – 55 ☐
- (5) Over 55 ☐

A4 Which of these options best describes you?

- (1) Working Full-time ☐
- (2) Working Part-time ☐
- (3) Full-time student ☐
- (4) Part-time student ☐
- (5) Unemployed ☐
- (6) Unable to work due to illness / disability ☐
- (7) Retired ☐
- (8) Looking after home / family ☐
- (9) Other (please describe) ☐

A5 Do you own or have access to a car?

- (1) Yes ☐
- (2) No ☐

A6 Do you own or have access to a bicycle?

- (1) Yes ☐
- (2) No ☐

A7 How often do you travel to/within Little Island?

- (1) Daily ☐
- (2) 3-4 days per week ☐
- (3) 1-2 days per week ☐
- (4) Fortnightly ☐
- (5) Occasionally ☐
- (6) Never (please state why) ☐

A7b Why do you travel to/within Little Island? (tick up to three)

- (1) Going to work within Little Island ☐
- (2) School run ☐
- (3) Shopping ☐
- (4) Visiting friends / family ☐
- (5) Accessing health facilities (e.g. doctors) ☐
- (6) Accessing social and recreational facilities during the day ☐
- (7) Going out in the evening (e.g. to restaurants, public houses) ☐
- (8) Traveling through to other destinations ☐
- (9) Other (please specify) ☐

**Little Island Transportation Study (LITS)**
1st Public Consultation - Questionnaire**SECTION B: ABOUT YOUR JOURNEY TO WORK or EDUCATION**

If you are working or studying (i.e. ticked answer 1, 2, 3 or 4 to question A4), please complete this section. Otherwise go straight to Section C

B1 Where do you work / study?

Company name if in Little Island, otherwise Town/City

B2 What hours do you usually work or attend an educational facility (e.g. 09:00 to 17:00)?

From _____ To _____

B3 How do you travel to Work or Education? What do you use most often (please tick one)?

- (1) Bus ☐
- (2) Train ☐
- (3) Bicycle ☐
- (4) Walk ☐
- (5) Taxi ☐
- (6) Car driver ☐
- (7) Car passenger ☐
- (8) Motorbike/moped ☐
- (9) Other (please specify) ☐

B4 Which of the following do you occasionally use instead of your main mode of transport (tick all that apply)?

- (1) Bus ☐
- (2) Train ☐
- (3) Bicycle ☐
- (4) Walk ☐
- (5) Taxi ☐
- (6) Car driver ☐
- (7) Car passenger ☐
- (8) Motorbike/moped ☐
- (9) Other (please specify) ☐
- (10) None ☐

SECTION C: TRAVEL BY CAR

If your main mode of transport is car, please complete this section. Otherwise go straight to section D

C1 Why do you use a car to travel? (Rank top 3)

- (1) Car essential to perform job ☐
- (2) Dropping off/collecting children to school ☐
- (3) Dropping off/collecting children to other ☐
- (4) Dropping off/collecting partner ☐
- (5) Health reasons ☐
- (6) Lack of an alternative ☐
- (7) Cheaper than alternatives ☐
- (8) Reliability ☐
- (9) Comfort ☐
- (10) Personal safety ☐
- (11) Quicker than alternatives ☐
- (12) Other (please specify) ☐

SECTION D: TRAVEL BY PUBLIC TRANSPORT, CYCLE OR WALKING**D1 Which of the following improvements would most encourage you to use the train more? (Rank top 3)**

- (1) More direct service / public transport links to where I want to go ☐
- (2) More frequent & reliable service ☐
- (3) Cheaper fares ☐
- (4) Annual season ticket loan ☐
- (5) Better quality waiting environment ☐
- (6) Better quality walking or cycling links from Railway Station to Little Island ☐
- (7) Would never use train ☐
- (8) Other (please state) ☐



Little Island Transportation Study (LITS)

1st Public Consultation - Questionnaire

D2 Which of the following improvements would most encourage you to use the bus more? (Rank top 3)

- (1) More direct service / public transport links to where I want to go ☐
- (2) More frequent & reliable service ☐
- (3) Provision of a direct service travelling into Little Island ☐
- (4) Cheaper fares ☐
- (5) Annual season ticket loan ☐
- (6) Better quality waiting environment ☐
- (7) Would never use the bus ☐
- (8) Other (please state) ☐

D3 Which of the following improvements would encourage you to cycle more? (Rank top 3)

- (1) Improved cycle paths/lanes ☐
- (2) Improved and secure cycle parking ☐
- (3) Changing facilities, showers and lockers at your destination (e.g. at work) ☐
- (4) Improved public transport bike carriage ☐
- (5) Pick-up/drop-off shared bike scheme ☐
- (6) Would never cycle ☐
- (7) Other (please state) ☐

D4 Which of the following improvements would encourage you to walk more? (Rank top 3)

- (1) Better quality footpaths ☐
- (2) Safer routes ☐
- (3) Improved street lighting ☐
- (4) Improved road crossing facilities ☐
- (5) Shorter distances / more direct pedestrian routes ☐
- (6) Would not walk in Little Island ☐
- (7) Other (please specify) ☐

SECTION E: TRANSPORT INFRASTRUCTURE

E1 How would you rate general traffic conditions in the Little Island area?

- (1) Very good ☐
- (2) Good ☐
- (3) Adequate ☐
- (4) Poor ☐
- (5) Very poor ☐

E2 How would you rate pedestrian infrastructure in Little Island?

- (1) Very good ☐
- (2) Good ☐
- (3) Adequate ☐
- (4) Poor ☐
- (5) Very poor ☐

E3 How would you rate cycle infrastructure in Little Island?

- (1) Very good ☐
- (2) Good ☐
- (3) Adequate ☐
- (4) Poor ☐
- (5) Very poor ☐

E4 How would you rate public transport provision in Little Island?

- (1) Very good ☐
- (2) Good ☐
- (3) Adequate ☐
- (4) Poor ☐
- (5) Very poor ☐

E5 How would you rate car parking provision in Little Island?

- (1) Very good ☐
- (2) Good ☐
- (3) Adequate ☐
- (4) Poor ☐
- (5) Very poor ☐

Appendix B

Formal Stakeholder Correspondence



Cork County Council
Comhairle Contae Chorcaí

SYSTRA CH2M Barry

3 Eastgate Rose, Eastgate Business Park
Little Island, Co. Cork, T45 KH74, Ireland

phone: +353 21 475 7800
email: info@ch2mbarry.ie

Our Ref: Y17308/2.0/
Your Ref:

08th June 2017

Dear Sir/Madam,

RE: LITTLE ISLAND TRANSPORTATION STUDY
Invitation for stakeholder input

Cork County Council has commenced the process of developing a Transportation Strategy for Little Island to identify the various means by which access to and from Little Island and within the island itself can operate on a sustainable basis. This is required so that Little Island can fulfil its strategic function as an employment location, logistics hub and residential community.

Little Island is a significant employment location in Metropolitan Cork which also encompasses the village of Little Island. Little Island has been heavily developed, particularly in view of its strategic location adjacent to the national road network and central location in Metropolitan Cork. Access to Little Island is limited and most travel to and from Little Island during peak periods is by car. The road network within Little Island itself is also restricted and the public transport offering for the area is very limited. Little Island suffers from severe peak hour traffic congestion because of the deficits listed above.

This Strategy will be undertaken by CH2M Barry & SYSTRA in partnership with Cork County Council and is expected to have a duration of 12 months. Opportunities will be available to the public to be part of this process through a series of Public Consultations. In undertaking this study, we are consulting with a range of stakeholder groups. In this respect, we would like to ascertain your views at this preliminary stage in the study. We would appreciate your views under the following general headings:

- current traffic conditions in and around Little Island;
- local transportation issues including public transport;
- your organisation's plans as they relate to Little Island;
- how do you see Little Island developing?
- what potential solutions you think should be explored?
- any other issues you feel should be explored within this study.

For the views of your group/organisation to be taken on board by this study, it is necessary that we receive your input by the 14th of July 2017, either by post to the address above or by email to tdelaney@ibbarry.ie. Alternatively, you can also provide us with your comments during our first public consultation event.

Our first Public Consultation will take place in Radisson Blu Hotel, Little Island from 1:00pm to 5:00pm, Wednesday 28 June 2017. We will have posters on display, questionnaires and an opportunity to provide constructive input so please feel free to drop in.

Yours faithfully,

Tim Delaney
Assistant Project Manager

Directors: Liam Power MBE BE CEng FRI DipPM Dip HSE FConstr, Ian Salisbury BEng BSc CEng MICE M Shunde, Nicholas O'Donoghue BE Eur MSc CEng FRI DipPM
FConstr, Karen Daly BSc MEng CEng MSc, Mark Dayman BEng BSc CEng MICE M Shunde, Peter Wagner BSc MSc CEng FRI DipPM

Registered Office: Glasson House, Dunstons Business Park, Dunstons Road, Dublin D14 X3P6, Ireland, phone: +353 1 456 1400, email: info@ch2mbarry.ie
Also at: 3 Eastgate Rose, Little Island, Co. Cork, T45 KH74, Ireland, phone: +353 21 475 7800, email: info@ch2mbarry.ie
Unit 14C, No Business Retail Park, Wolfson Road, Coalisland, Co. N.Y.C., Ireland, phone: +353 94 928 9550, email: info@ch2mbarry.ie

CH2M Barry is registered in Ireland #222/95

Appendix C:

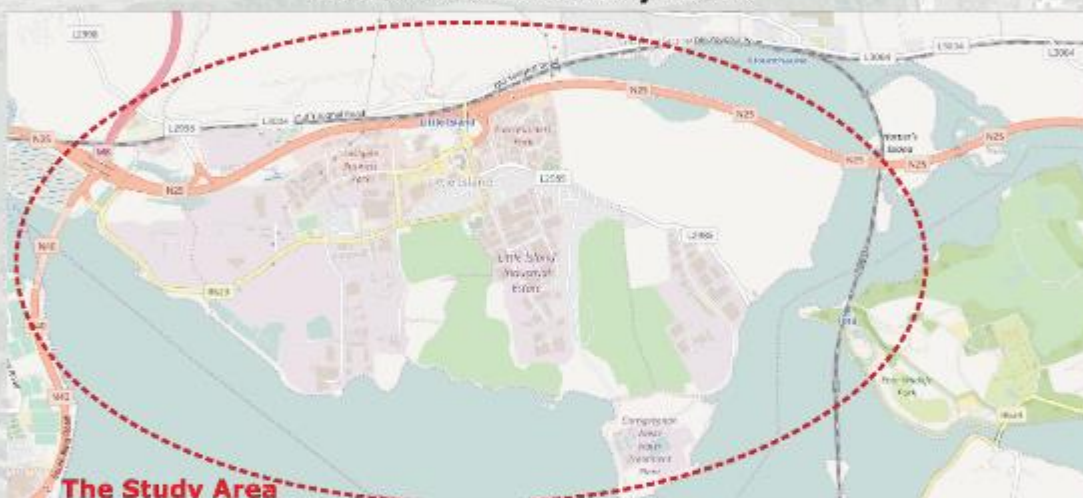
First Public Consultation Exhibition Material

Little Island Traffic and Transportation Study

Introduction

Cork County Council has commenced the process of undertaking a Traffic and Transportation Study for Little Island to identify the various means by which access to and from Little Island, and within the island itself, can operate on a sustainable basis. CH2M Barry in association with SYSTRA have been commissioned to assist Cork County Council in the preparation of the Study.

Little Island Study Area



This is the 1st public consultation exhibition.

This is your opportunity to inform the study.

Let us know your views on:

- current traffic conditions in and around Little Island
- local transportation issues
- what potential solutions you think should be explored?



CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

How would you like Little Island to develop?

The purpose of this study will be to identify the traffic and transportation measures required to facilitate the sustainable development of Little Island as set out in the draft Cobh Municipal District Local Area Plan. The study will be guided by local, regional and national planning policy and will explore the key themes that are presented below, but we would welcome your views on future travel in Little Island.



Support the needs of the residential community



Promote the sustainable growth of Little Island as a strategic employment location



Create a more efficient transport network



Support travel by public transport



Encourage greater levels of walking & cycling

CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

Developing Objectives

Economy

- ▶ to make it easier to get around, through and into Little Island
- ▶ to stimulate economic growth and employment in Little Island

Health & Safety

- ▶ to increase the level of activity of people living and working in Little Island
- ▶ to reduce the number of accidents and injuries on the road
- ▶ to protect vulnerable road users, e.g. children, older people, people with disabilities, etc.

Environment

- ▶ to promote the use of sustainable modes of travel
- ▶ to provide for sustainable development

Integration, Accessibility & Social Inclusion

- ▶ to provide better access for pedestrians, cyclists, bus passengers, car users and delivery vehicles
- ▶ to enhance the integration between land use (houses, businesses, schools, shops, etc.) and transport
- ▶ to make it easier to switch from one mode to another (e.g. to walk or cycle to the bus)

CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

Little Island Today

Population & Employment



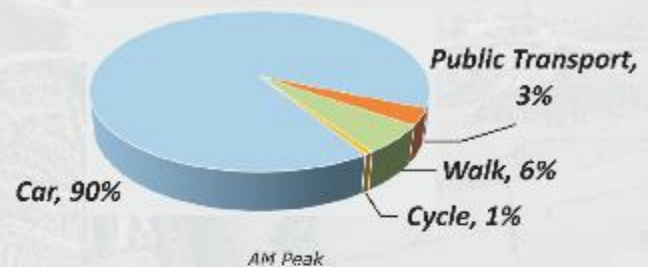
1,050 Persons Living
on the Island



5,693 Persons Working in Little Island

Source: 2011 Census data

Choice of Travel to Little Island



Traffic Entering /Leaving Little Island

AM Peak Hour (08:00 - 09:00)



PM Peak Hour (17:00 - 18:00)



Where are People Travelling From? (AM Peak)



CH2MBarry

SYSTEMA



Little Island Traffic and Transportation Study

Early Observations - Constraints

- ▶ High car dependency - most travel to and from Little Island is by car leading to severe peak hour traffic congestion
- ▶ Limited Access to Little Island - two main access points off the N25
- ▶ Limited Cycle and Footpath Provision
- ▶ High levels of surface parking - facilitates travel by car
- ▶ No bus service on Little Island



Early Observations - Opportunities

- ▶ Strategic location adjacent to the National Road network and central location in Metropolitan Cork
- ▶ Adjacent to high frequency Commuter Rail Service (approx. 15 min headway during Peak hours)
- ▶ No bus service offering for the area – opportunity for future expansion
- ▶ Small island with relatively flat topography - good potential for walking and cycling



CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

We Want to Hear Your Views on Traffic in Little Island



- ▶ What are your views on traffic congestion in Little Island?
- ▶ Does traffic impact on your quality of life as a resident of Little Island?
- ▶ Does traffic impact on the attractiveness of employment in Little Island?
- ▶ What could be done to improve traffic flows in Little Island?



CH2MBarry

SYSTRA

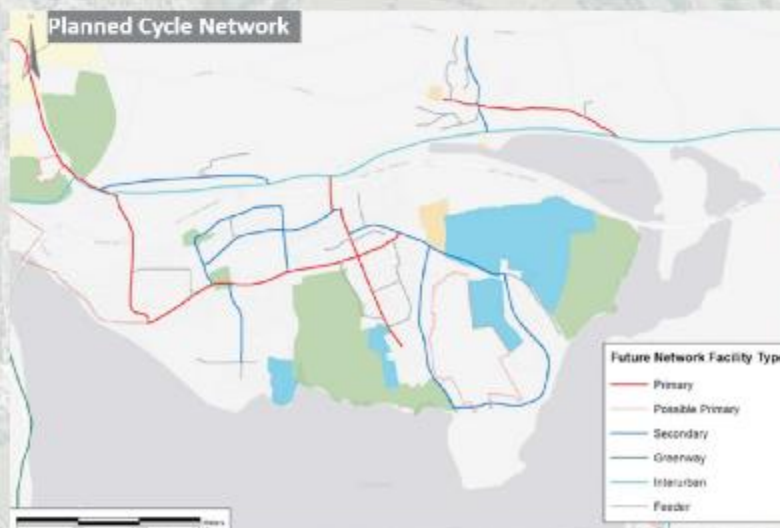


Little Island Traffic and Transportation Study

We Want to Hear Your Views on Walking & Cycling in Little Island



- ▶ Is Little Island a safe and attractive place to walk & cycle?
- ▶ Do you cycle in Little Island? if not, why?
- ▶ Do children walk or cycle to school in Little Island?
- ▶ Do many people walk or cycle to work in Little Island?
- ▶ What improvements do you think are required to encourage walking and cycling?
- ▶ Does the proposed Cork Metropolitan Cycle Network meet your needs?



CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

We Want to Hear Your Views on Public Transport in Little Island



- ▶ Do you use Public Transport when travelling to/from Little Island? if not, why?
- ▶ Is there a school bus service operating in Little Island?
- ▶ What improvements do you think are required to encourage public transport use?



CH2MBarry

SYSTRA



Little Island Traffic and Transportation Study

Next Steps

- ▶ Understand the Existing Transport Network - Identifying Issues
- ▶ Consultation with stakeholders: e.g. local schools, transport agencies
- ▶ Transport Modelling
- ▶ Future Transport Options and Testing
- ▶ Transport Strategy Recommendations
- ▶ Further Consultation in March 2018
- ▶ Consideration of Submissions and Adoption of Strategy
- ▶ Final Report by end of May 2018



- ▶ Have you completed a questionnaire? Fill in one now or log on to www.corkcoco.ie to complete the questionnaire electronically.
- ▶ Dates for your diary:
 - ▶ 14th July: Closing date for submissions on 1st public consultation

Thank you for attending this Public Consultation Event!

CH2MBarry

SYSTRA



Appendix D

An Garda Síochána Submission

To whom it concerns'

With reference to the attached Transportation Study being undertaken by J.B. Barry and Partners Ltd and SYSTRA I would like to comment on a few issues that may arise as part of the study.

Currently there are around 1,000 different companies operating out of Little Island, with in excess of 12,000 employees. This, coupled with the residential population of around 4000 people, would have up to 16,000 persons seeking entry and egress to Little Island daily.

Current Traffic Congestion is focused mainly between 8am and 9am in the morning and 4.45pm to 6pm in the evenings.

Presently, work has commenced on the junction upgrade at Island Cross, Little Island, by Martin O Callaghan Ltd, Carrigaline. The scheme involves the signalization of the junction, construction of new footpaths and boundary walls, realignment of the junction, ducting, drainage, road lining and other ancillary civil engineering works. It is anticipated that when completed the pedestrian facilities at this junction will be significantly improved and the traffic signals will allow for better management of traffic flow.

Public transport links to Little island is quite poorly serviced for the number of persons moving on and off of Little Island. Definitely more use should be made of the rail system adjacent to Little island.

A common complaint received is that of Motorists jumping the queuing system on slip road for Little Island Eastbound on the N25 and approaching the Dunkettle Interchange from the M8. Also Lane jumping in the Jack Lynch Tunnel can be problematic. Traffic Corps often deploy to these areas and motorists have been prosecuted for breaches of Road Traffic Offences. However motorists revert back to bad habits when there is a reduction of policing at these points.

Ideally a dedicated one way system into little Island and a dedicated one way system off of little island would alleviate traffic congestion but this would be costly.

In the absence of this one way system I suggest the removal of the hatched marking on the flyover bridge to allow for a third lane for a dedicated right turn onto the roundabout and into East Gate. Upgrading of the Traffic lights system is necessary so that all lights are integrated and are communicating with each other for optimal traffic flow.

A further suggestion would be to widen the exit from East Gate by the owner to allow for 1 inbound lane of 3.25 meters and two outbound lanes of 3.25 meters.

Would the possibility of a new slip road to be located to the West of Little Island in close proximity to LAYA and MSL be a runner?

The implementation of a Park and Ride in close proximity to the main entrances and exits may be useful if suitable lands were available.

Should you have any questions in relation to any of this report please do not hesitate to contact me either by email or telephone.

Kind Regards,

Seamus O' Sullivan

Seamus O' Sullivan Sgt 25660K

Sergeant in Charge,

An Garda Síochána,

Glanmire,

Cork,

T45 W592

Office:- +353 21 4821545,

Email:- james.z.osullivan@garda.ie



***** Faisnéis í seo don té sin nó don eintiteas sin a bhfuil a sheoladh uirthi, agus dó siúd amháin, agus d'fhéadfadh ábhar rúnda agus/ nó ábhar faoi phribhléid a bheith iniata. Toirmiscear aon athbhreithniú, atarchur nó leathadh a dhéanamh ar an bhfaisnéis seo, aon úsáid eile a bhaint aisti nó aon ghníomh a dhéanamh ar a hiontaoibh, ag daoine nó ag eintitis seachas an faighteoir beartaithe. Más trí bhotún a fuair tú é seo, cuir scéala chuig an seoltóir le do thoil agus scríos an t-ábhar d'aon ríomhaire. Is é polasaí An Gharda Síochána seoladh ábhair cholúil a dhícheadú, agus más dóigh leat gur ábhar colúil atá sa teachtaireacht seo ba cheart duit dul i dteagmháil leis an seoltóir agus le postmaster@garda.ie láithreach. The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer. It is the policy of An Garda Síochána to disallow the sending of offensive material and should you consider that the material contained in this message is offensive you should contact both the sender and postmaster@garda.ie immediately.

Appendix E

Bus Éireann Submission



Bus Éireann – Irish Bus
Capwell, Cork
Tochar an Chéipín, Córcaigh
T: 4568 21 4567100
<http://www.buseireann.ie>

Mr. Tim Delaney,
Assistant Project Manager,
Systra - CH2M Barry,
3 Eastgate Road,
Eastgate Business Park,
Little Island,
Co. Cork.

11 July 2017

Dear Tim,

I refer to your letter of 8th June 2017 in relation to the Little Island Transportation Study.

Bus Éireann in Cork employs over 500 people and has a fleet of over 160 buses and coaches which are utilised in the provision of our City & Suburban, Stage Carriage and Expressway services on a daily basis. All of the intercity expressway services and stage carriage services start and finish their journeys at the centrally located Bus Station in Parnell Place. The City Centre location of the Bus Station is very popular with our customers and over 3 million customers per year pass through the Bus Station providing excellent access from Cork County and beyond, direct to Cork City Centre.

Bus Éireann has made significant improvements to its bus services in the County over the last ten years in conjunction with the refurbishment of Parnell Place Bus Station and bus fleet improvements and we remain committed to providing the best possible Public Transport service to County Cork.

Improvements to services and fleet have resulted in a 25% increase in BE passenger numbers in the past three years in the Cork Area.

Essential to this continuing improvement is the ongoing communication with, and assistance from Cork City and County Councils and we look forward to continuing this relationship into the future.

- In relation to the development of the Little Island Transportation Study, we wish to highlight Public Transport issues and in particular severe peak hour traffic congestion at :
 - East side of Little Island – exit/entrance (Flyover adjacent to Railway Station)
 - West Side of Little Island – exit/entrance (adjacent to Dunkettle Interchange).

Stiúrthóirí Directors – Mr Aidan Murphy (Cathaoirleach Chairman), Mr Henry Minogue,
Mr John Moloney, Ms Anne Bradley, Mr Gerard Ryan, Ms Deirdre Ashe, Mr David McGarry, Mr Denis Mackin
Bus Éireann Irish Bus, cúlraochtaí qhóibhnaíochta a n-éiríthe, faoi theachtain sa léarsaíne, clárthaíe in éinne ag chach teallanta, baile Átha cliath & dúnch n-áise timh. cúl. áit dúnch n-áise
Bus Éireann-Irish Bus, a designated activity company, limited by shares, registered in Ireland at Broadstone, Dublin 7. No. 19550166. No. áit dúnch n-áise

In relation to the development of the Little Island Transportation Study we wish to highlight Public Transport issues and in particular the need to encourage modal shift to Public Transport, in line with the Governments Smarter Travel Initiative, CATS and CASP. To help achieve this, it is important that Public Transport users have a positive whole trip experience and infrastructural improvements will play a key role in providing this.

The key element to ensuring that Public Transport provides an effective alternative to the car for commuters, and to achieve modal transfer are the following:

1. Competitive and reliable journey times, independent of prevailing traffic conditions = Bus Lanes and Bus Priority.
2. Range and scope of destinations linking Little Island to East Cork and Mahon Point via Jack Lynch Tunnel and South side of Cork City.
3. Attractive frequency / headway, independent of prevailing traffic conditions.
4. Convenience of use.

To allow the above to be achieved it is essential that adequate Bus Lanes / Bus Priority Measures are provided and should be an integral part of the planning process particularly at the locations listed below :

- Eastside Little Island – exit/entrance (Flyover adjacent to Railway Station)
- Westside Little Island – exit/entrance (adjacent to Dunkettle Interchange)

We would like to highlight the following infrastructural items as being of significant importance in the day to day provision of Public Transport in Little Island:

- Accessible bus stops – should have centrally located, well positioned bus stops that are fully accessible.
- Safe, comfortable, well-lit bus stops that will encourage modal shift.
- Bus stops that will accommodate wheelchair accessible coaches - bus stops should be easily accessed by people with disabilities.
- Bus stops should be easily accessed by buses arriving / departing.
- Maximise free-flow of traffic for buses by adjusting parking and traffic systems.
- Bus Lanes / Bus Priority

In relation to bus stop design, please find attached recommended designs from the Quality Bus Network Project Office for bus stops suitable for wheelchair accessible buses.

Should you have any queries on the above or any other matters, please do not hesitate to contact me.

Yours sincerely,



Tim O'Leary
A/Services Manager

Appendix F

National Transport Authority Submission

Mr Tim Delaney,
Systra CH2M Barry,
3 Eastgate Road, Eastgate Business Park,
Little Island,
Co. Cork, T45 KH74

14th July 2017

Re. Little Island Transportation Study

Dear Mr Delaney,

The National Transport Authority (the NTA) welcomes the opportunity to input at this stage, in the preparation of a Transportation Study for Little Island.

Having regard to the NTA's role in relation to transport and the action placed upon it in the DTTaS policy document *Investing in our Transport Future – Strategic Investment Framework for Land Transport*, a Transport Strategy is currently being prepared for the Cork Metropolitan Area, for the period 2017 to 2036, on a collaborative basis with Cork County Council, Cork City Council and Transport Infrastructure Ireland.

The Transport Strategy will address all transport modes and its objective will be to provide a long-term strategic planning framework for the integrated development of transport infrastructure and services in the Cork Metropolitan Area.

It is expected that the Transport Strategy will be used to inform transport investment levels and investment prioritisation over both the longer and shorter terms, assessed against agreed social, economic and environmental indicators.

The Transport Strategy will therefore be able to inform sustainable integrated land use and transport policy formulation, at the Metropolitan Area and local levels, along with their associated transport investment requirements, across all modes and as such will provide a robust basis for investment in transport infrastructure and services, in locations such as Little Island.

A Draft Transport Strategy is expected to be published later this year, on which specific stakeholders and the general public will be invited to comment. Amendments arising from the consultation process will then be incorporated into the finalised Transport Strategy.

As a party to the preparation of the Transport Strategy, regard shall be had to transportation studies carried out by or on behalf of Cork County Council, including the Little Island Transportation Study.

For this reason, the Transport Strategy and the subject Transportation Study can be progressed in a complementary manner.

Yours sincerely,



Michael Mac Aree

Head of Planning and Data Analysis



Harcourt Lane, Dublin 2

Dún Scéine, Baile Átha Cliath 2

tel: 01 879 8300

fax: 01 879 8333

email: info@nationaltransport.ie

web: www.nationaltransport.ie

Appendix G

Cllr Padraig O' Sullivan Submission

To whom it may concern,

Please find below observations regarding the proposed traffic and transportation study. As a member of Cork County Council and a resident who has been effected by this issue for over 30 years I hope the recommendations that arise from this report are meaningful, transparent and effective at combating the intolerable situation that both residents and employees have been placed in over the last number of years. On my part if the report is to be fruitful it will need to address the following key concerns;

1. 3rd access - irrespective of the Dunkettle Interchange upgrade the majority of lands designated for development purposes in Little Island are on the Eastern end of the Island. The current road infrastructure servicing this end of the Island is insufficient and given existing development it is unlikely that current roads can be altered to facilitate the some 400 acres of zoned land in the East. If this report does not explore the possibility of a 3rd access point I fear for its veracity. From the statistics portrayed during the first period of public consultation in the Radisson it is quite apparent that a significant percentage of employees travel from North, but particularly East Cork. Their passage through an Eastern corridor would remove current queuing on the motorway. Given the free offer of land by local landowners for such an access to traverse I think it would be foolhardy not to explore the 3rd access scenario.
2. Rail and public bus transport is non-existent due to the poorly positioned railway station and lack of designated bus lanes. At present Bus Eireann buses do not even have a service on the Island. This is extremely shortsighted on both their behalf and Council's negligence in the past. The policies pursued to this point are directly responsible for the car culture that exists at present.
3. Park and Ride facility needs to be explored, given the surprisingly low figures of people coming from the City to work in the Island in your own figures presented in the Radisson a few weeks back perhaps again this park and ride should be explored to the North or to the East of the Island given the higher numbers of employees emanating from those areas.
4. Opportunity exists where bungalows at Island Cross could be purchased, house owners elderly and willing if this junction required further upgrade (presently improvements underway and unlikely)
5. Rural nature of "Clash Road" needs to be maintained. Please facilitate for same in deliberations.
6. Additional entrances to Fastgate, or at least expansion of existing routes via Fastgate need to be identified and explored. Fastgate and Sitecast are worst affected areas.
7. Pedestrian footbridge/cycle bridge from Railway station area/Council's park over motorway and entering Fastgate should be explored. Additional parking could be explored in public park and along railway.
8. Causeway in Western End of the Island could be explored as a cycle/pedestrian route.
9. Revamp of the Crompan roundabout with additional lanes

10. Traffic Lights at Centra Garage, a flashing amber light could be introduced to allow traffic coming through the Crompan and through the Island divert left towards Ballytrasna without having to queue at the same set of lights as traffic queuing for the Island Cross direction.
11. I'll need to modify bridge/entrance bridge to the Island. At present it is a safety hazard. Traffic is queuing in the morning and being overtaken with no respect for existing road layout.
12. I understand the reluctance to develop in the SAC(Special Area Of Conservation) but developments here should not be dismissed out of hand. There is ample ground in and around the railways and to the North of Little Island to allow for improvements. Much of this SAC has been developed in the past and once appropriate mitigation has taken place I think works could be explored in this area.
13. Consultation with PPU and Planning Sections of Cork County Council should be undertaken to establish a levy, much like the former railway levies to apply contributions to developments in the Little Island area. Given the amount of land zoned for both industrial and residential purposes it is quite possible that future planning applications could largely deliver a greater project than it perhaps envisaged in this Study, hence the importance to explore and full cost the 3rd access point. This is something I will try to amend at Planning SPC

Appreciate your time to date and look forward to hearing from you in the near future,

Cllr. Pádraig O Sullivan

I look forward to working with you during this process and when the report comes up for deliberation at County Hall I sincerely hope that it is something that I and my party can support,

Thanking you,

Cllr Pádraig O Sullivan

Appendix H

LIBA Submission

SUBMISSION FROM

LITTLE ISLAND BUSINESS ASSOCIATION FOR TRANSPORTATION STUDY IN LITTLE ISLAND

* Current traffic conditions in and around Little Island;

As we know there are peak times that traffic issues arise in certain parts of Little Island. These include entering Little Island in the morning from the Western side and in particular the slip road from the city end that gets congested and has seriously dangerous issues relating to queue jumping by motorists entering from the carriage way onto the slip road as late as they can so as to avoid the long queue and then putting all road users in danger by these actions.

Eastgate in particular requires attention and a new lane to exit Eastgate over the fly over for Eastern bound traffic would assist greatly here. While this land required for same is in private ownership, it should be viewed as a necessity based on the number of people working in Eastgate and the fact that there is only two entry and exit points to this park also.

Island Cross is having remedial works undertaken at present which will help. However, a signalled junction remains to be seen as to whether it is the best option or not for here. Due to space issues, a roundabout would have been preferable but could not be accommodated.

* Local transportation issues including public transport;

- a) More awareness to people to use public transport (trains)
- b) Little Island needs a Bus Éireann bus service and bus lanes may (or not) have to be considered for this purpose
- c) There should be a shuttle bus service introduced again from the train station
- d) A Park and Ride service should be considered
- e) A bicycle scheme for Little Island
- f) A proper and secure bicycle structure at the train station to encourage people to travel to Little Island by train and to use their own bicycle when they get there

* Your organisation's plans as they relate to Little Island;

Little Island Business Association sees continued growth continuing for Little Island. More jobs will be created and more cars will be used by people coming to work in Little Island. The Local Area Development Plan, if agreed will see much more land being rezoned for commercial and residential use and upwards of 700 new residents may emerge in Little Island in the next three years. This will bring more cars and more traffic issues. Because Little Island is a very progressive place to do business and generally is an easy place to access and exit (except at certain peak times), we believe that our continued message to employers and employees to look at their work times and see if they can alter them to suit the times that there is less traffic entering and leaving the area and if this was

possible by 25% of those working on the island, we believe it would make a difference.

*** How do you see Little Island developing?**

Little Island will develop substantially from a commercial and residential perspective in the next 5 to 10 years. It is a highly attractive place to have a business based and also becoming an attractive place for residential development. The area needs to develop its infrastructure to keep pace with its ambitions and unfortunately this has not happened from a local authority point of view. Cork County Council need to designate Little Island as a 'Special Business Zone' and need to invest a greater portion of the multi-million euro rates income that they take out of Little Island each year back into Little Island.

*** What potential solutions do you think should be explored?**

Little Island needs a proper and effective traffic management plan that works. It also needs a master plan for the entire island that takes into account all aspects of growth in the area. Bus lanes, cycle lanes and all other facilities that any other part of Cork city and county have and take for granted should be part of this new model for Little Island. In particular Little Island needs a third access and exit point on the Eastern side of Little Island, which is practical and possible, if the interest and will of Transport Infrastructure Ireland was part of such an ambition.

*** Any other issues you feel should be explored within this study?**

The need to educate everyone working in Little Island on the options that they have for travelling to and from Little Island needs to be explored. Cork County Council rarely, if ever place emphasis on reinvestment on education on options for people.

Appendix I

Cork Chamber Submission



Submission re Little Island Transportation Strategy

01 September 2017

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

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

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

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

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

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

Little Island Traffic

Compounded issues

Little Island users travel to work from a wide geographic base. The traffic issues on the island compound existing frustrations along routes such as the N28, Bloomfield Interchange and Dunkettle

Interchange. The issue is very much linked to the wider improvements programme advocated by for by the Chamber in the Capital Plan Mid Term Review, the National Planning Framework, CASP and other associated policy areas.

We ask that Cork County Council in developing a new transportation strategy takes into account how the Dunkettle Interchange Upgrade will impact on traffic in the area, particularly during its construction phase. We ask that interim measures are adopted to mitigate any negative impacts in the short term in tandem with the longer-term strategy being implemented and funding sourced. Little Island traffic cannot be looked at in isolation from other traffic development plans in the Metropolitan Area.

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

Constrained Capacity

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

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

The worst time for traffic is 5 to 6.

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

Staff Recruitment and Retention

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

Interim Alleviation Measures

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

Dunkettle Interchange

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

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

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

EastGate

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

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

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

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

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

R623 Traffic calming

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

R623 Exit to Dunkettle roundabout

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

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

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

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

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

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

N25 Eastbound Little island entrance to R623

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

N40 Exit to Richmond/R623

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

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

N25 Exit from EastGate

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

Multi Modal and Sustainable Transport

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

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

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

City Centre Connectivity

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

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

Commuter Train Line

Early schedule to be added to train for Bank Holidays.

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

Medium Terms Solutions

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

New N25 Easterly Entrance/Exit

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

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

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

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

Connectivity between estates

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

Bus/Carpool Lanes

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

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

Real Time Information

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

Other Suggestions

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

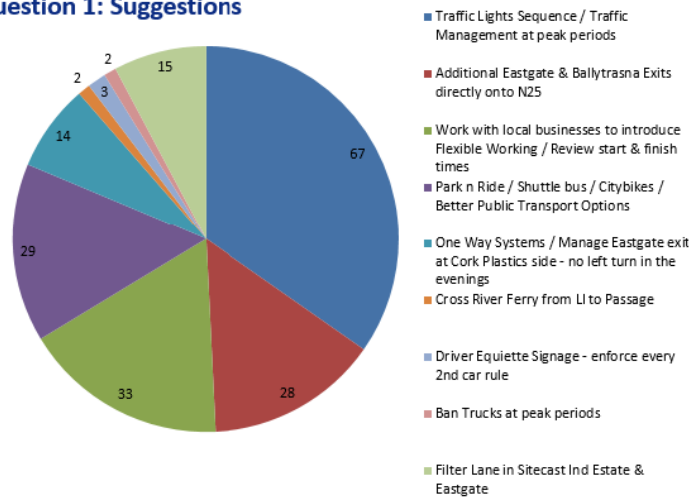
Appendix 1: Survey Findings by one large employer in Little Island

One of Cork Chamber's Members, which is a large employer based in Little Island, conducted a short survey of its employees on 24 and 25 August 2017.

The survey invited staff to read the Systra study and provide interim solutions, as well as it afforded staff the opportunity to pose questions to Cork County Council regarding the current traffic situation in Little Island.

Below are the findings of the two questions posed in the survey:

Question 1: Suggestions



Quick Wins:

Traffic Lights Sequence / Traffic Control at peak periods

Driver Etiquette – enforce every 2nd car rule

One way system exiting Eastgate – no left turn from Cork Plastics side

Questions for Council

- Why was the junction at Island Cross (O'Connell Transport) upgraded to a footpath instead of a filter lane?
- There are no timelines mentioned in the study. Why? And why is it taking so long to publish the report?
- Why does the report focus on volume of traffic rather than journey times? The current situation is impacting on family and personal lives.
- There are cars driving on the wrong side of the road up the Sitecast Ind Estate towards the junction to skip the queue in the evenings. This is illegal, dangerous and needs to be addressed urgently.
- Similar situation to the above in Eastgate – skipping queue by driving into Costa Coffee section and coming out at KFC.
- What is the Council's response to the offer of land from Martin O'Neill to build a new access road to / from the East?
- There appears to be a lot of focus on walking/cycling in the Proposal, this is not something that will suit the majority of the workforce on Little Island as the majority live too far from Little Island to avail of this mode of transportation
- Why are there 300 houses being built in Courtown and planning permission given for a massive call-centre when there is no infrastructure to deal with it
- Please communicate any work that is being done. If people are aware that something is being done about the issue, that will at least ease some of the frustrations.

Appendix J

Subjective Categorisation of Comments

	LITS001	LITS002	LITS005	LITS006	LITS007	LITS008	LITS009	LITS010	LITS011	LITS012	LITS013	LITS014	LITS015	LITS017	LITS019	LITS020	LITS021	LITS022	LITS023	LITS024	LITS025	LITS026	LITS027	LITS029	LITS030
Traffic Congestion/Volume		1	1					1		1	1		1						1		1		1	1	1
Changes to existing Road Infrastructure	4	1		3			2					1		1			1	1			1		1		1
Condition of existing infrastructure									1	1	1									1					1
Walking/Cycling	2				2			1	1	3	3		1				1	2	2			1	1		
Public Transport	3	1		2	1		1			1			1				1							1	
Parking		2			2		2					1					1	1							
Speeding	2						1			1			1		1										
Safety Concerns	1		1			3	1			1	3		1					1	1		2	1		1	
Other	1		1							1	1					1	1								
			River boat							Street Lighting	Street Lighting					Signage	Subsidised Rail tickets								

	LITS031	LITS032	LITS033	LITS034	LITS035	LITS036	LITS037	LITS038	LITS039	LITS040	LITS041	LITS042	LITS044	LITS045	LITS046	LITS047	LITS049	LITS050	LITS051	LITS052	LITS053	LITS054	LITS056	LITS057	LITS058	LITS059	LITS060
Traffic Congestion/Volume			1	1	1		1				1		1	1			1		1	1	1				2		
Changes to existing Road Infrastructure				1	2	1	1				1	1			1	1	1		1			1			1	1	
Condition of existing infrastructure				1										1											1		
Walking/Cycling	1		2			1		2	2			1														1	
Public Transport			2	1				2			1				1	1											
Parking																											
Speeding	1	1								1													1	1			
Safety Concerns	1	1		1		1		1	1		1			1			1					1	1	1	1		
Other					1												1	1				1					1
					Traffic light sequece on back road at Dunkettle roundabout												Traffic light setting on back road to Dunkettle	Request not to increase the traffic volume on Clash road				Additional Garda presence				Proposed new road changes through harbour point will not work	

	LITS061	LITS062	LITS064	LITS065	LITS066	LITS067	LITS068	LITS069	LITS071	LITS072	LITS074	LITS075	LITS076	LITS077	LITS078	LITS079	LITS080	LITS081	LITS082	LITS084	LITS085	LITS086	LITS087	LITS088	LITS089	LITS090
Traffic Congestion/Volume		1	1			1	1	1	1	1	1	1			1			1	1		1	1	1			
Changes to existing Road Infrastructure	1	1		1	1					2	1	1				2					1	1	1	1	1	1
Condition of existing infrastructure			1								1															
Walking/Cycling				1	1	3					1	1	1	1					1	2	1					
Public Transport		2		2	1					2									1			1			1	
Parking													1	1												
Speeding			1													1	1									
Safety Concerns			1	1	1					2	1	1				1			1							
Other			1				1			1					1	1		1								
			Blocked road drainage				Traffic congestion is an issue for prospective employees			Improved signage and public lighting					Poor traffic light sequencing	Slow down signage		Alter sequencing of lights								

	LITS091	LITS092	LITS094	LITS095	LITS096	LITS097	LITS098	LITS099	LITS100	LITS101	LITS102	LITS103	Email Comments 01	Email Comments 02	Email Comments 03	Email Comments 04	Email Comments 05	Email Comments 06	Count	Percentag
Traffic Congestion/Volume					1	1		1	2	1	1	1		1	1	1		1	52	17%
Changes to existing Road Infrastructure		1	1	2	2	1			1			1		2	1			2	65	21%
Condition of existing infrastructure			1																11	4%
Walking/Cycling	2	2			1					2	4						1		54	17%
Public Transport	1											1		1				1	35	11%
Parking																		1	12	4%
Speeding			1	2	2														19	6%
Safety Concerns			1		2					1									43	14%
Other							1		1			1				1	1	1	23	7%
							Environmental Concerns								Utilise and develop waterway around island	Ferry Service from Blackrock to Little Island	Signage around industrial states		314	100%

Appendix K

Overview of Questionnaire Responses

[illegible]

Appendix L

MHL Submission