

# Little Island Transportation Study

## Introduction

Cork County Council is currently preparing a Transportation Study on Little Island. The overall aim of the study is to provide recommendations on transport interventions required to improve access to and within the island and enhance public transport links for the residents and employees of Little Island. CH2M Barry, in association with SYSTRA, have been commissioned to assist Cork County Council in the preparation of the Study.

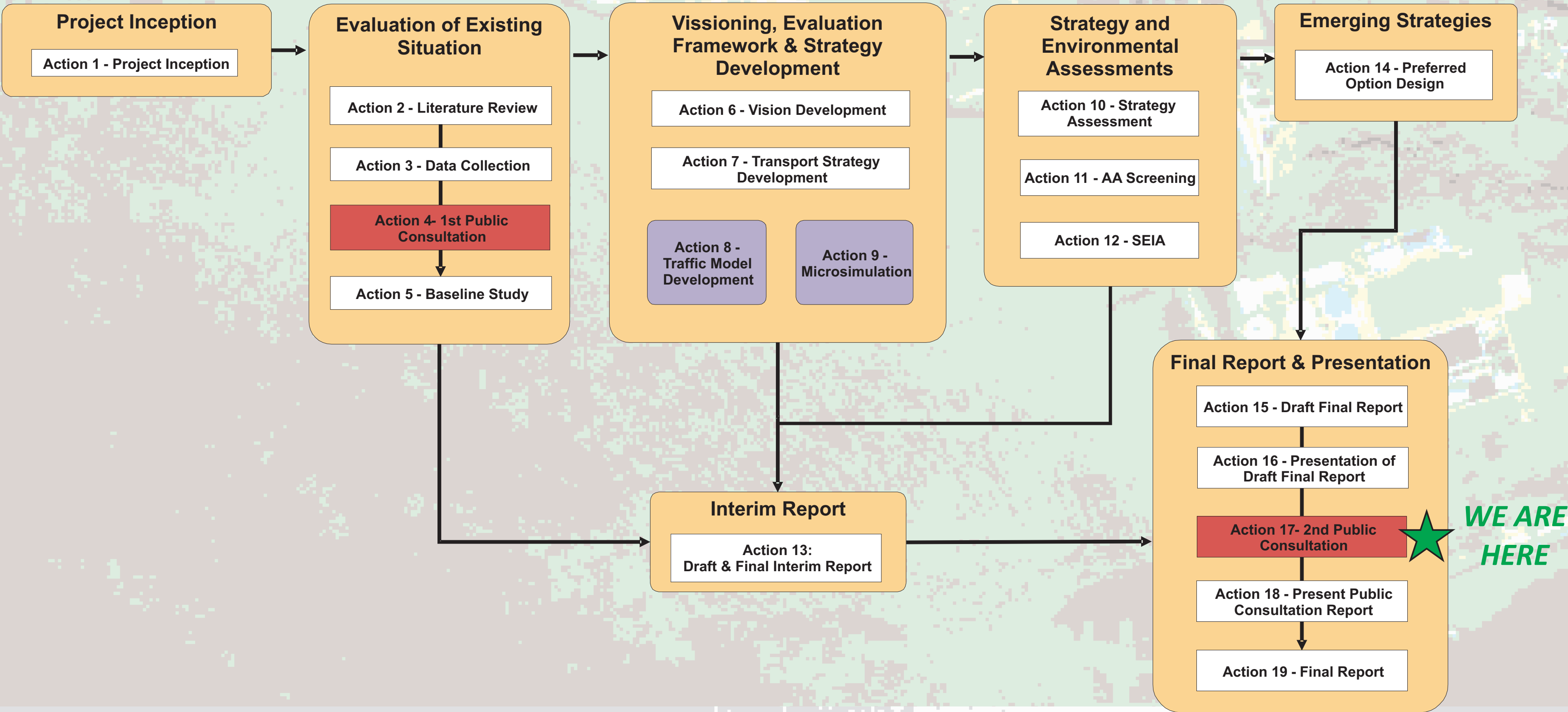
### The Study Area



### Little Island Study Vision

To create a **safe and efficient transport network** supporting **ease of movement for all**, which allows residents and businesses to work together to improve the **quality of life** within Little Island and strengthen its position as a **Strategic Employment Centre**.

### Study Methodology



This is your opportunity to provide feedback on the draft strategy





# Little Island Transportation Study

## Existing Situation

### Key Issues for Little Island:

- **Capacity constraints** at junctions entering/exiting Little Island, combined with **high traffic volumes**, create **congestion and delay** during the AM and PM peak hours;
- Pedestrian facilities are of varying quality in Little Island with issues such as **narrow footpaths**, **lack of crossing facilities** and **poor surfacing** and **lighting**;
- The road network within Little Island represents a **poor cycling environment** due to the lack of **dedicated cycle lanes** and the presence of **high volumes of traffic**, in particular **HGVs**;
- Both the **train station** and **bus stop** are located to the **north of Little Island** meaning residents/commuters must **walk/cycle** to their destination. Currently, there is **no dedicated bus service** operating on-island;
- **High levels of car dependency** with **ample parking** available on-island; and
- A **significant volume of HGVs** travel to/from/within Little Island. HGVs can have a **negative impact** on **pedestrian and cyclist safety**, particularly for **vulnerable road users**



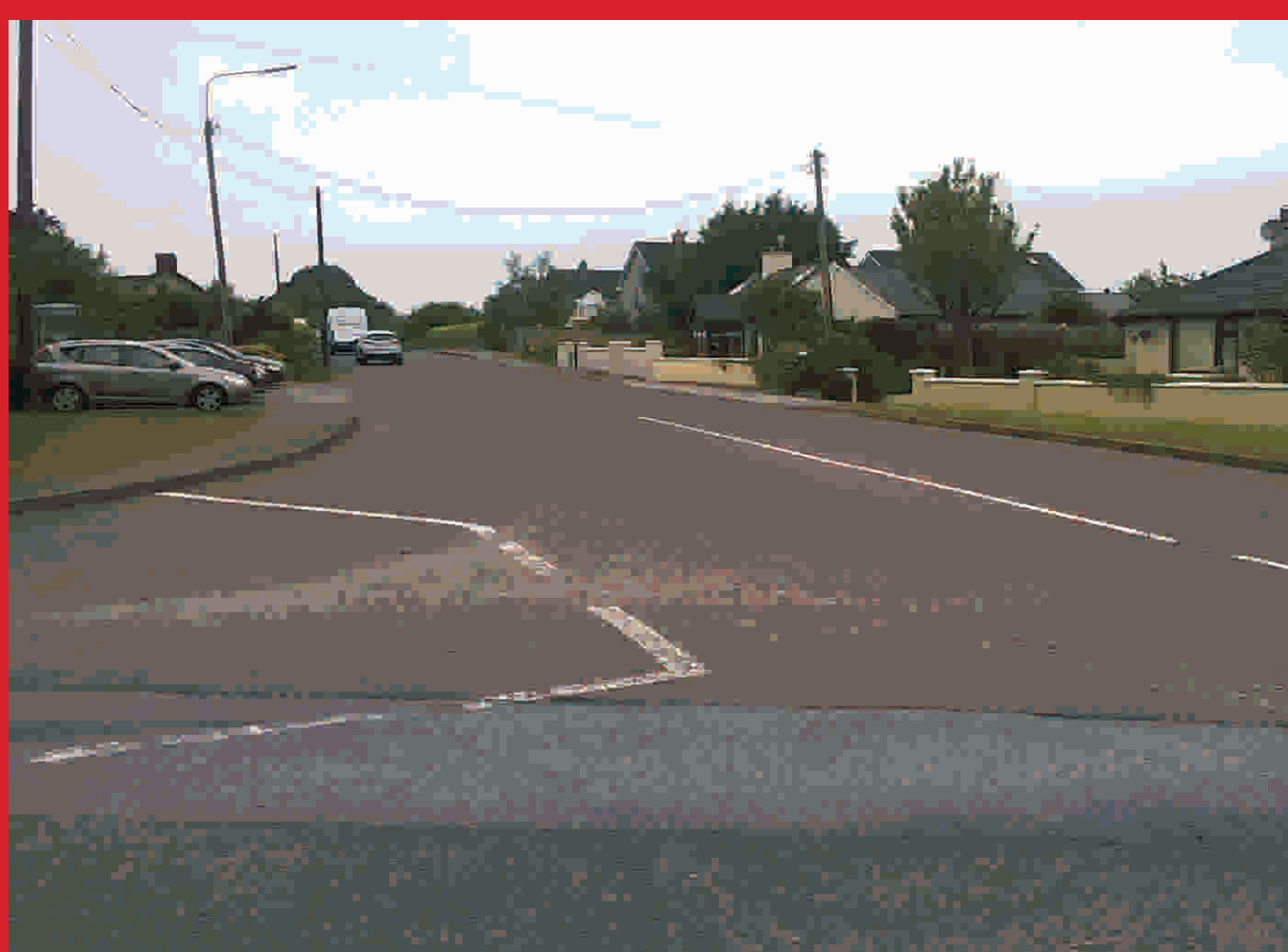
Lack of bus infrastructure and on-island bus service



Traffic congestion entering and exiting Little Island in the AM and PM peaks



significant volumes of HGVs travel to/from/within Little Island



Wide junctions and poor walking infrastructure create an uncomfortable environment for pedestrians



Cyclist facilities within Little Island are very poor with no dedicated cycle lanes



# Little Island Transportation Study

## 1st Round Public Consultation

### Submissions Received



An Garda Síochána



The National  
Transport Authority



Little Island Business  
Association



Cork County Council



Cork Chamber of  
Commerce

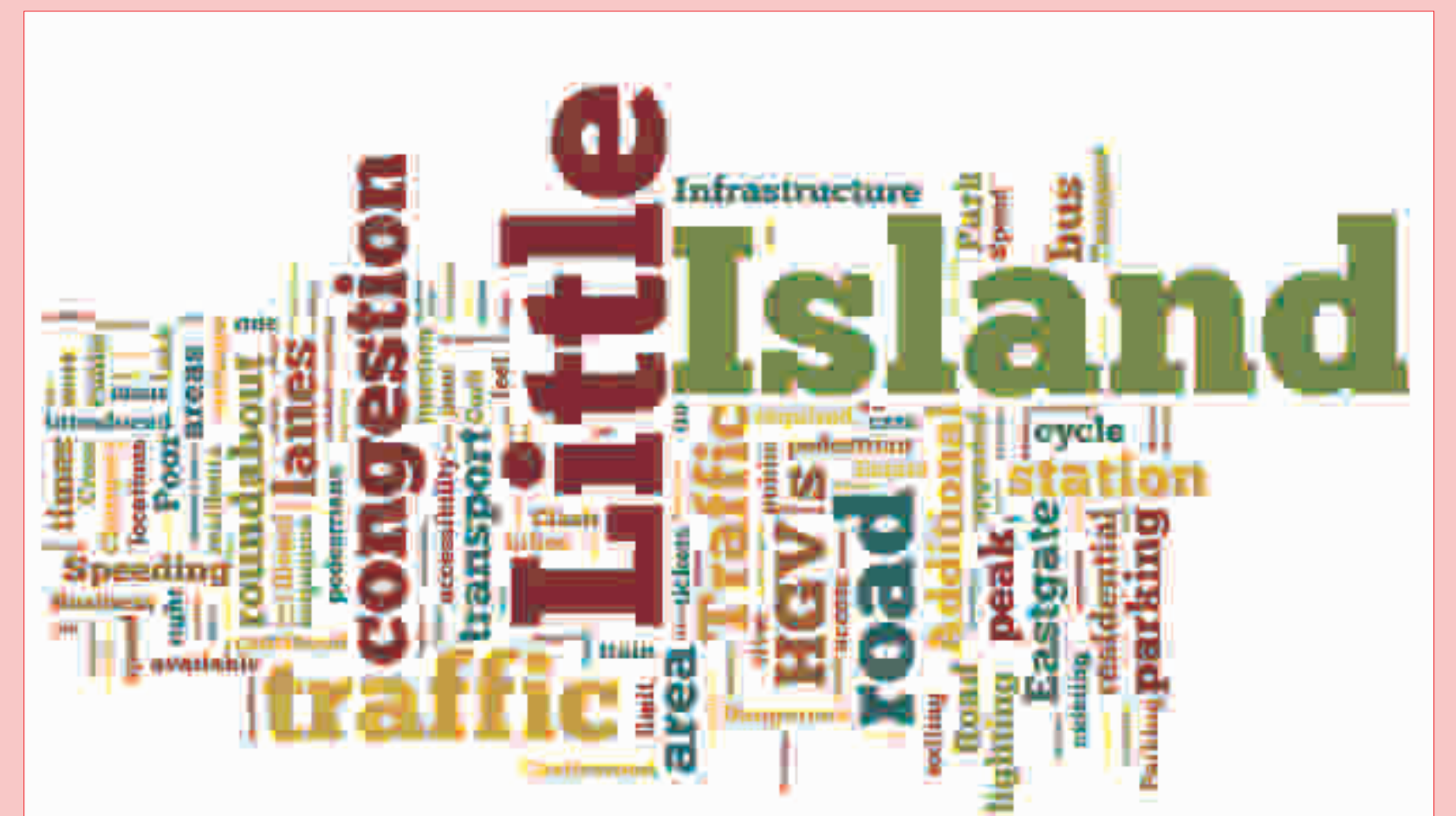


General Public  
(113 Submissions)

## Summary of Issues Raised

### ***Pedestrians and cyclists facilities***

- Lack of appropriate safe crossings, dis-jointed network
- Poor surfacing and widths, poor street lighting
- Unsafe conditions for pedestrians and cyclists due to HGV volumes and speeding



### ***Traffic Congestion***

- Frequent traffic congestion during peak hour periods
- Traffic congestion affecting residents, local businesses and employees work performance

### ***Road network***

- Insufficient number of entries/exits onto Little Island
- Poor surfacing of roads in areas of Little Island
- Illegal parking of HGVs and employees caused by poor parking practices

### ***Public transport***

- Lack of public transport into Little Island, railway station too far removed
- Expensive rail tickets



# Little Island Transportation Study

## Vision, Objectives & KPIs

- The Vision Statement provides the over-arching context for the Little Island Transportation Study;
- It creates a sense of what the strategy will achieve in the medium to long term;
- The Vision Statement has been developed through a review of national and local policy, baseline studies and consultation with the residents of Little Island

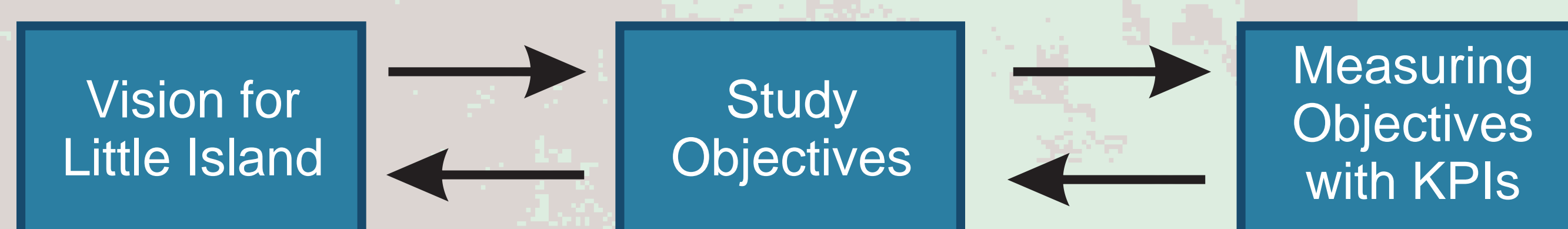


The achievement of the Vision is determined or measured through study objectives which can be classified under the following headings:

- **Economy**
- **Safety**
- **Environment**
- **Integration**
- **Accessibility & Social Inclusion**



The performance of each objective is measured using Key Performance Indicators (KPIs):





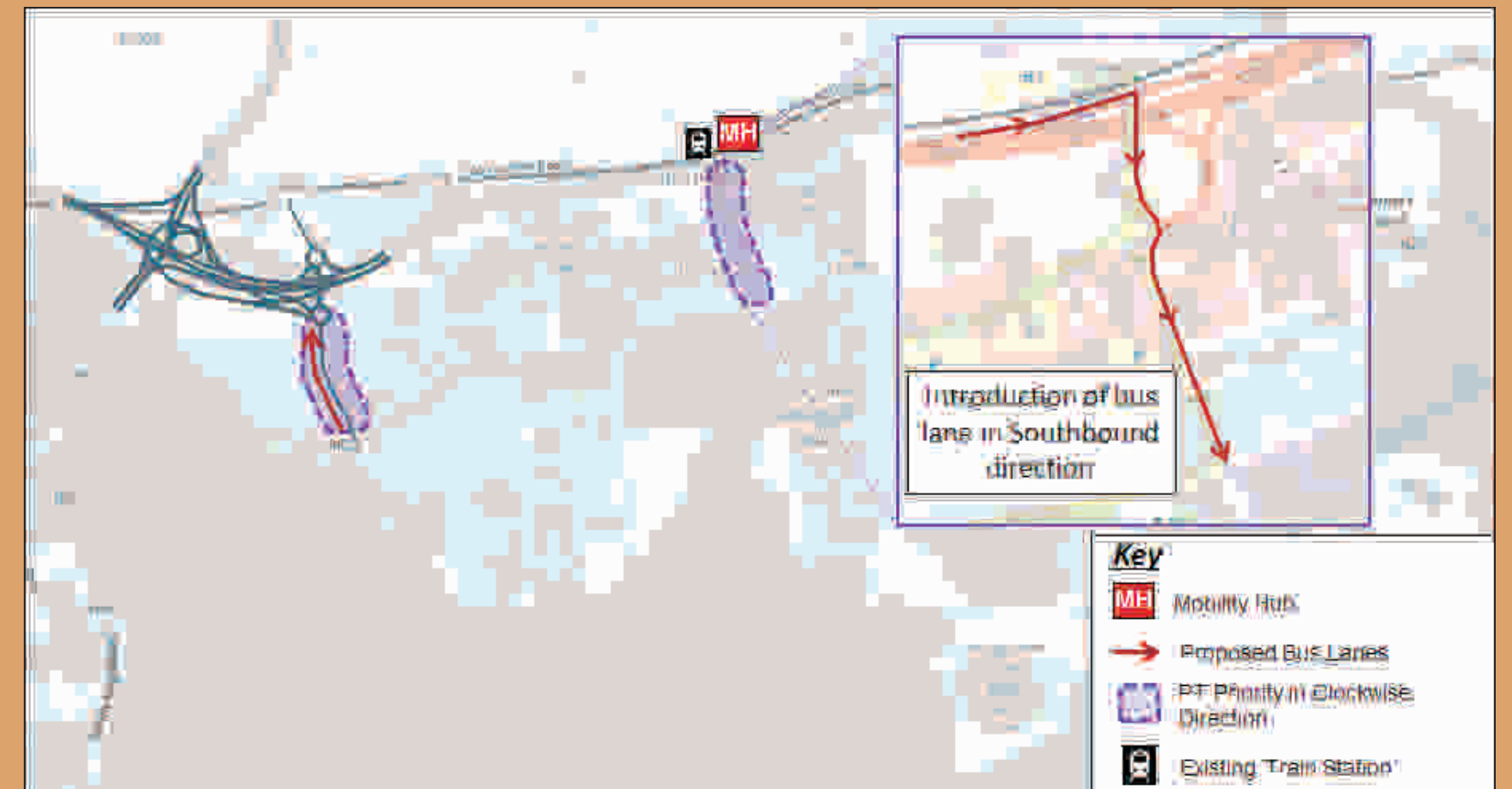
# Little Island Transportation Study

## Public Transport Strategy - Proposed Measures

### Public Transport Priority



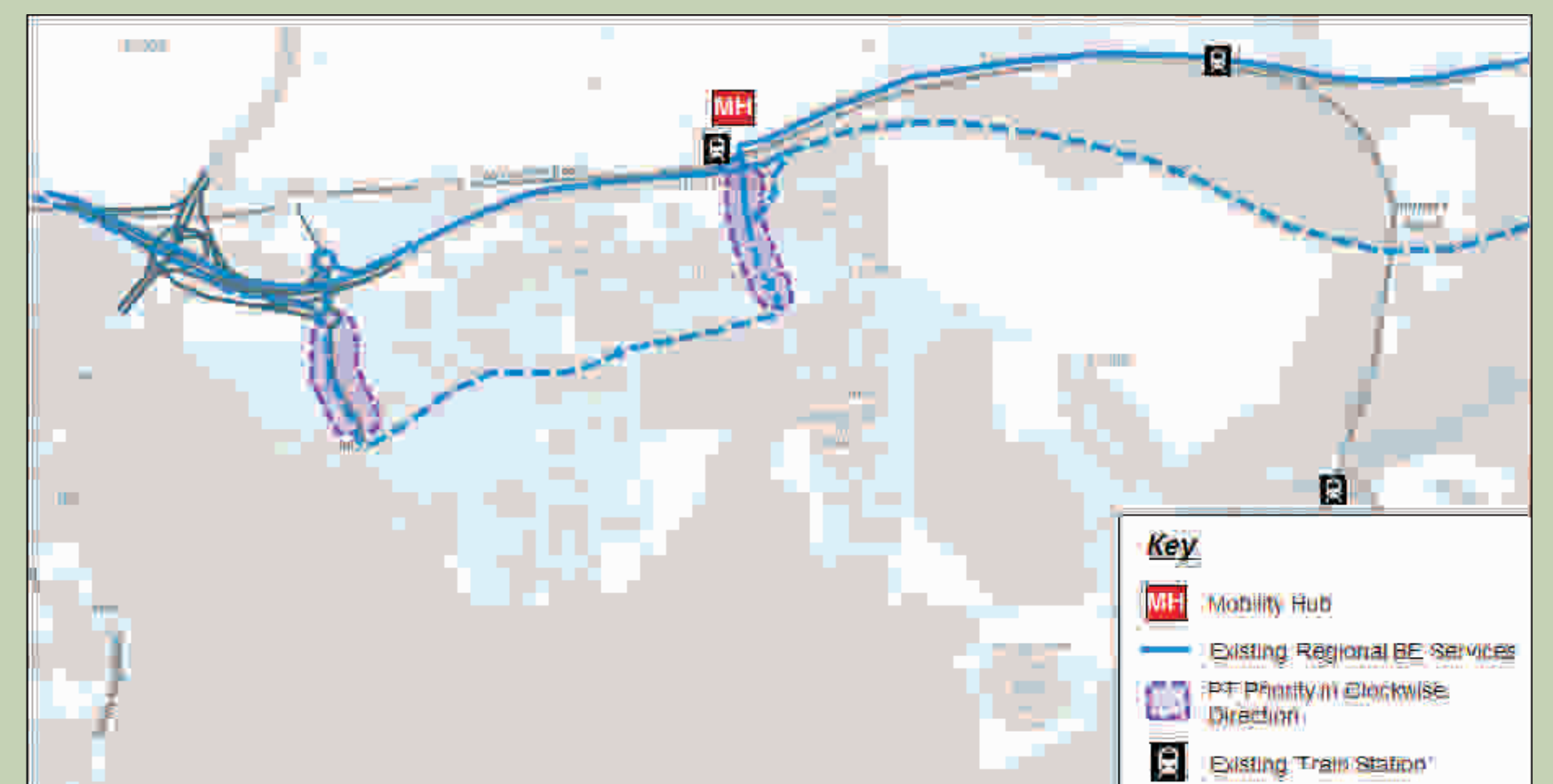
Provide priority for Public Transport in a clockwise direction through the provision of bus lanes on Little Island to improve journey times and reliability



### Re-routing existing services



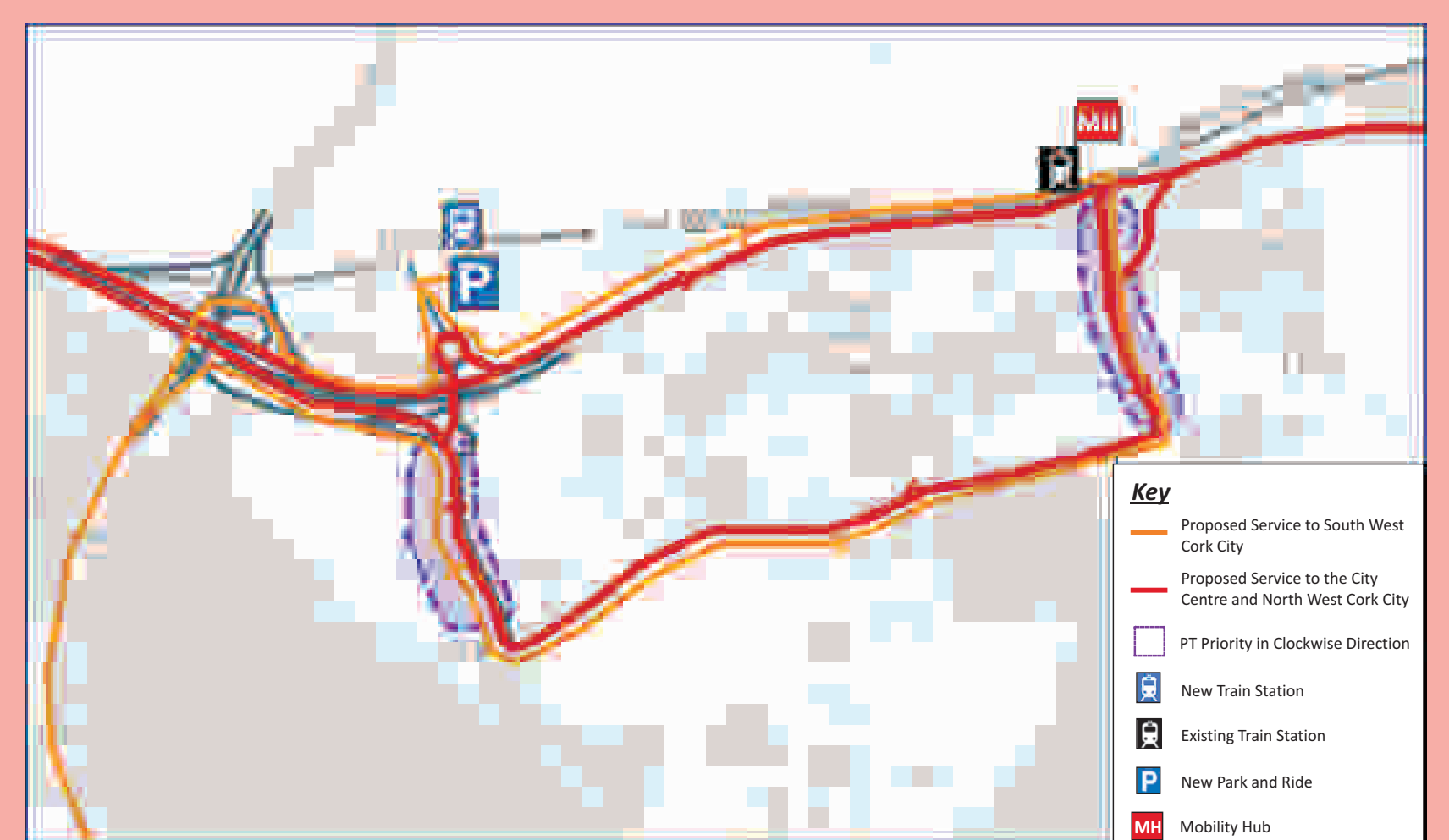
Re-route existing bus services on-island in order to improve the public transport offering for residents and employees in Little Island



### Additional Bus Services



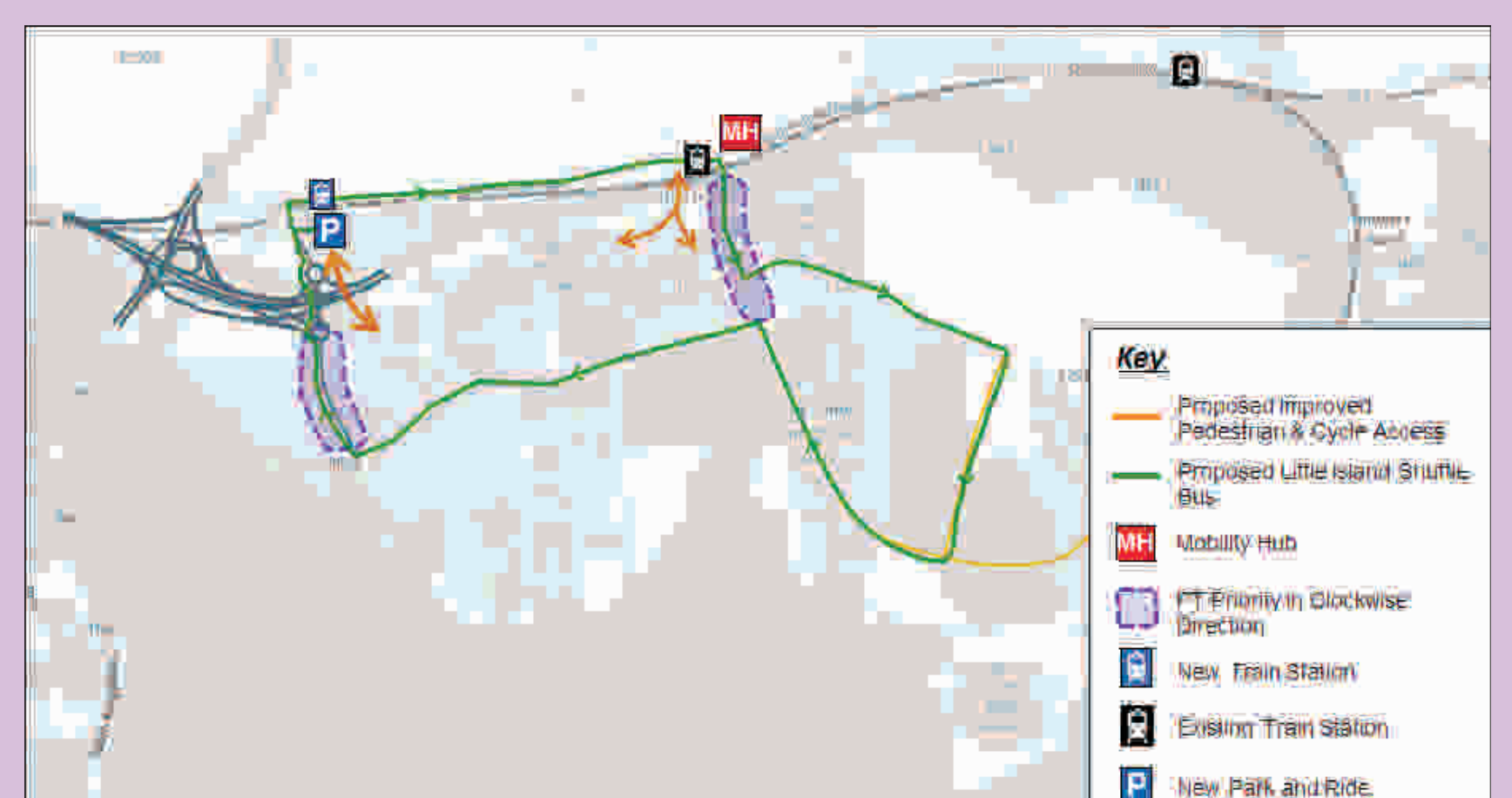
Introduce additional bus services connecting Little Island to key destinations in the South, North, West and the centre of Cork City. Service would operate at a relatively high frequency;



### Shuttle Bus Service and Mobility Hub



Introduce a relatively high frequency shuttle bus service linking the proposed new park and ride site, and Mobility Hub located at Little Island Train Station, with key employers on-island.





# Little Island Transportation Study

## Walking and Cycling



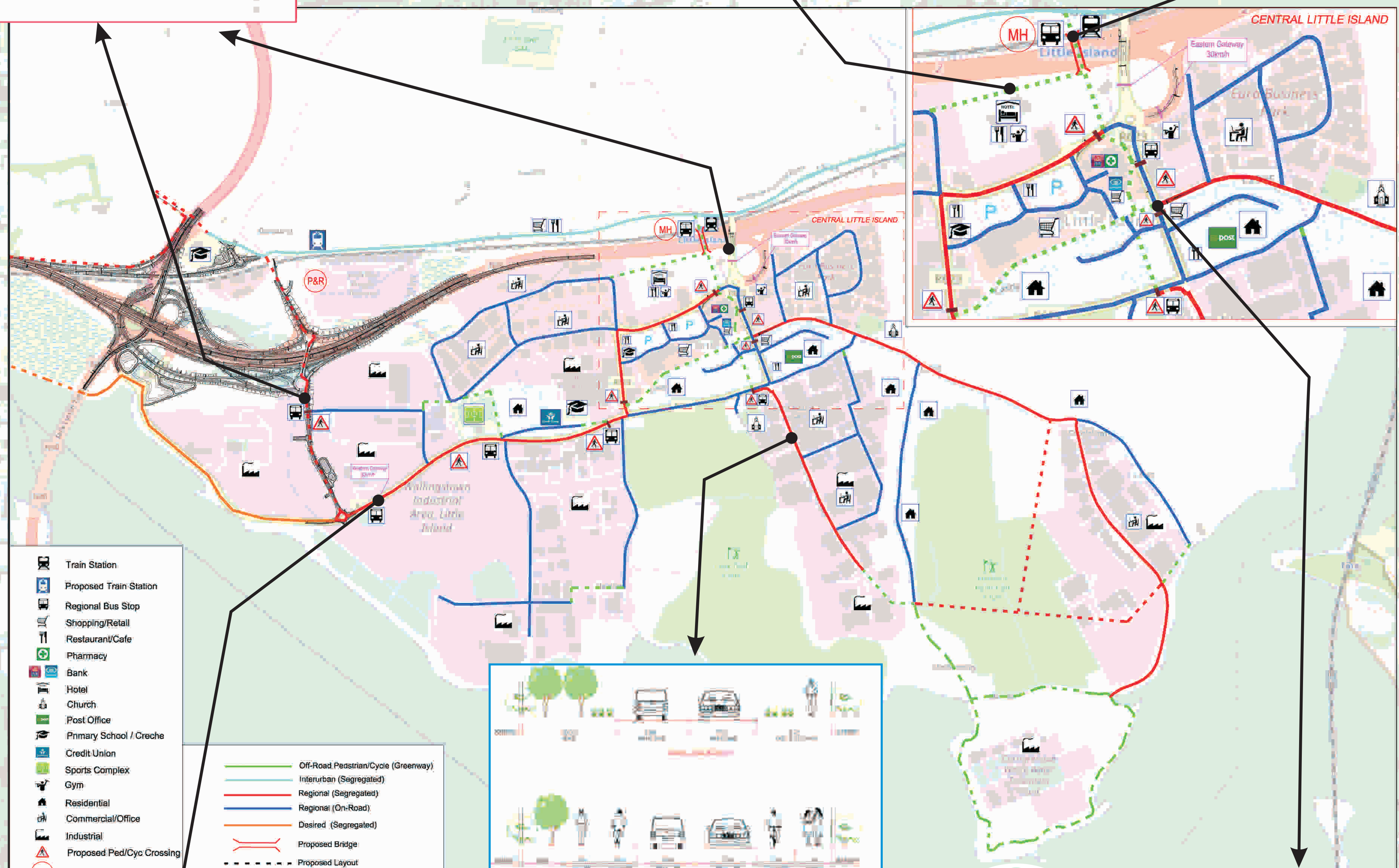
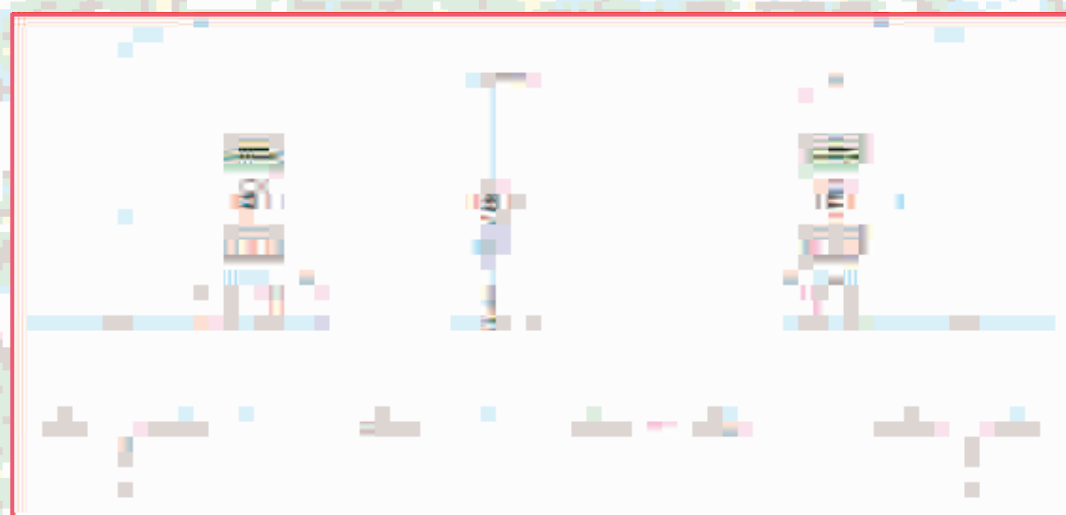
30 kph speed limit throughout Little Island to create a safer environment for walking and cycling



Proposed Pedestrian & Cycle bridge linking to Little Island Train Station



Proposed off-road walk and cycle network connecting the Train Station to key destinations on Little Island



Junction upgrades provide priority and enhanced safety for pedestrian and cyclists



Upgraded Cycle Facilities including cycle lanes and segregated cycle tracks

### Key Benefits

- Increased area-wide connectivity with direct, comfortable and attractive cycleways/footways;
- Improved connectivity between schools and residential areas, to assist with promoting sustainable school travel;
- Safer facilities for pedestrian/cyclists;
- Improved accessibility to public transport; and
- Improved vibrancy throughout Little Island



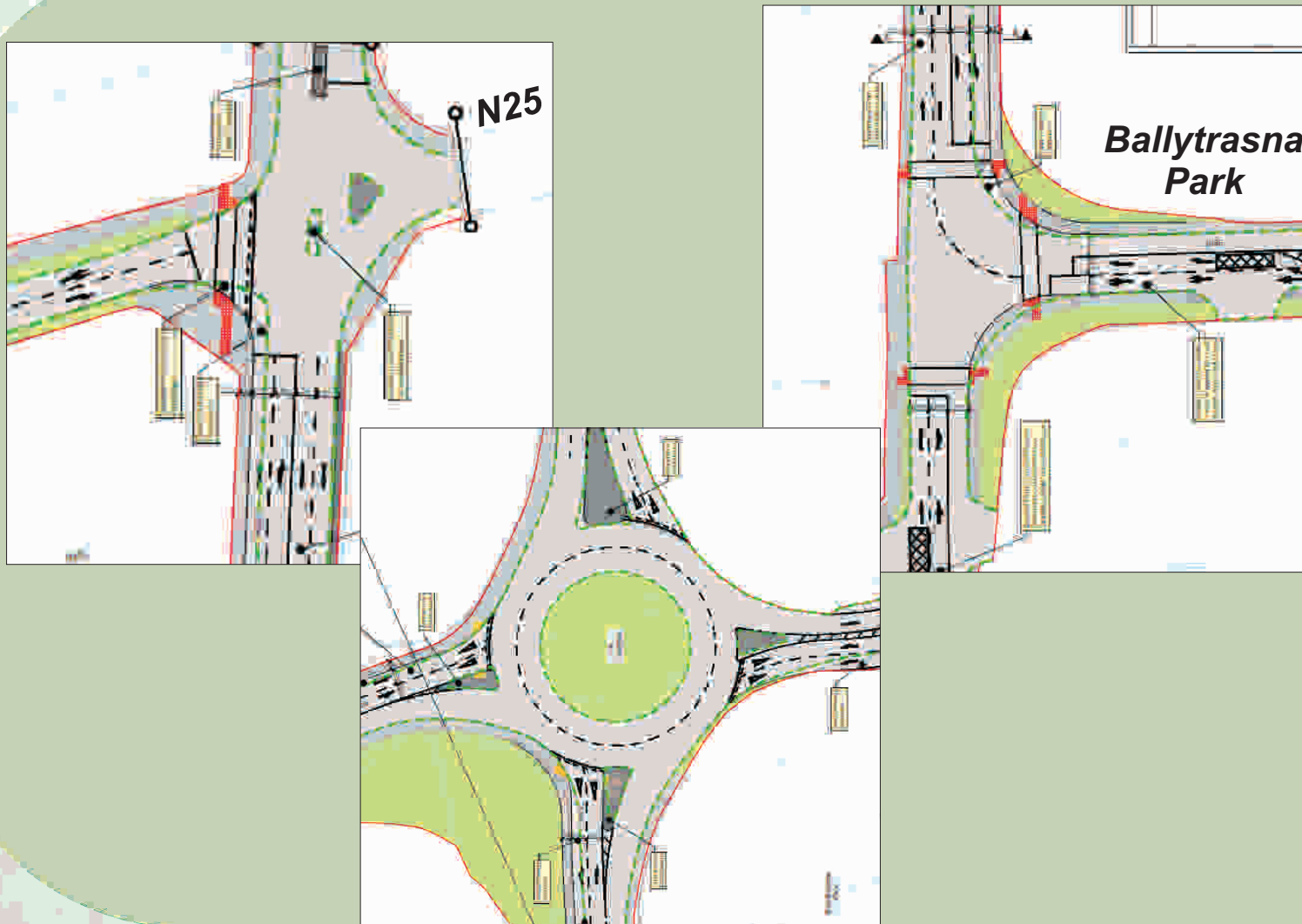
# Little Island Transportation Study

## Road Capacity Enhancements



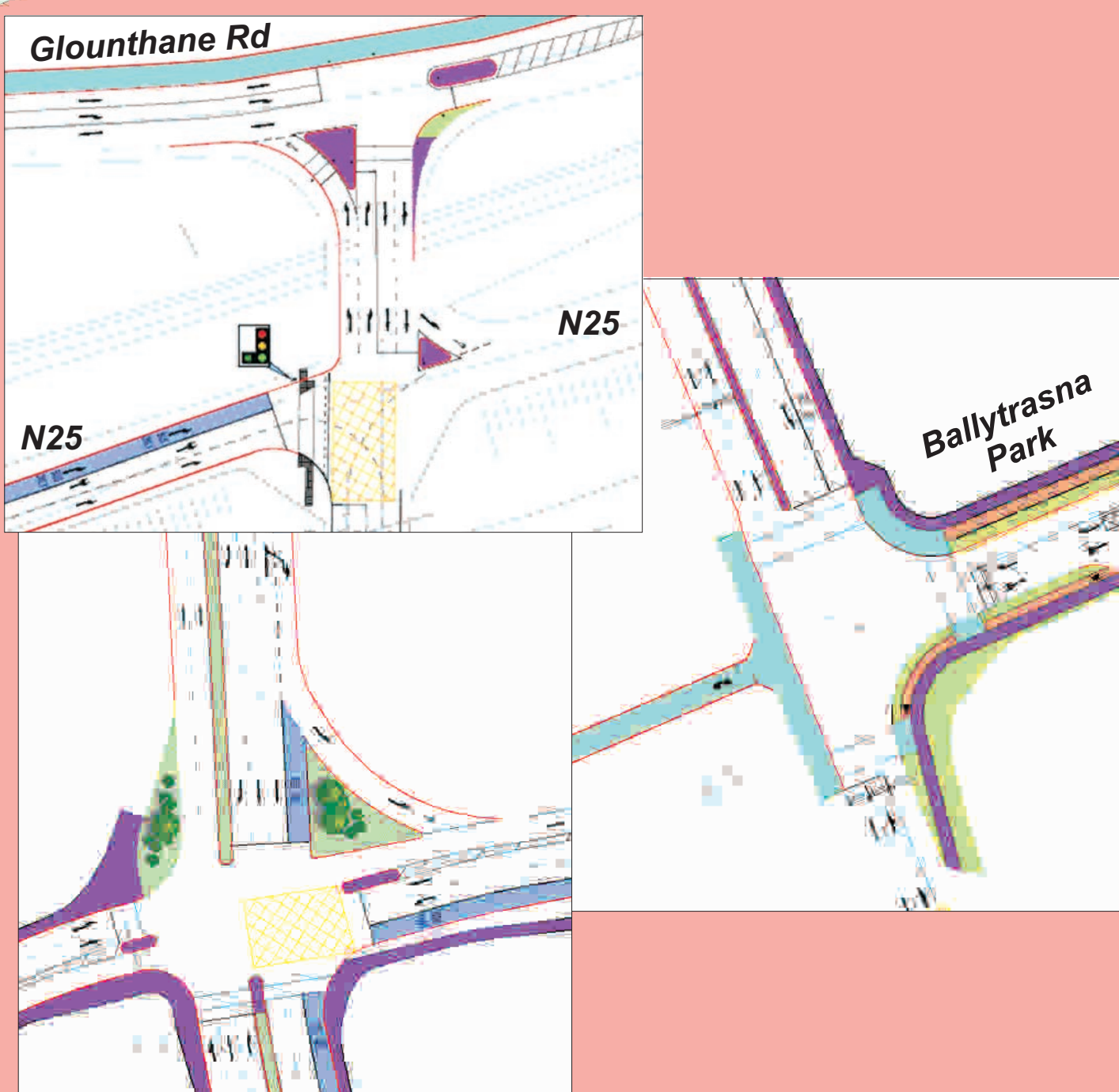
### Dunkettle Interchange Upgrade

- Central roundabout and traffic lights removed facilitating free flow of traffic;
- Significant additional capacity on all approaches reducing congestion and delay;
- New connection to Little Island;
- Scheduled delivery = 2022.



### Short Term Upgrades (Part8)

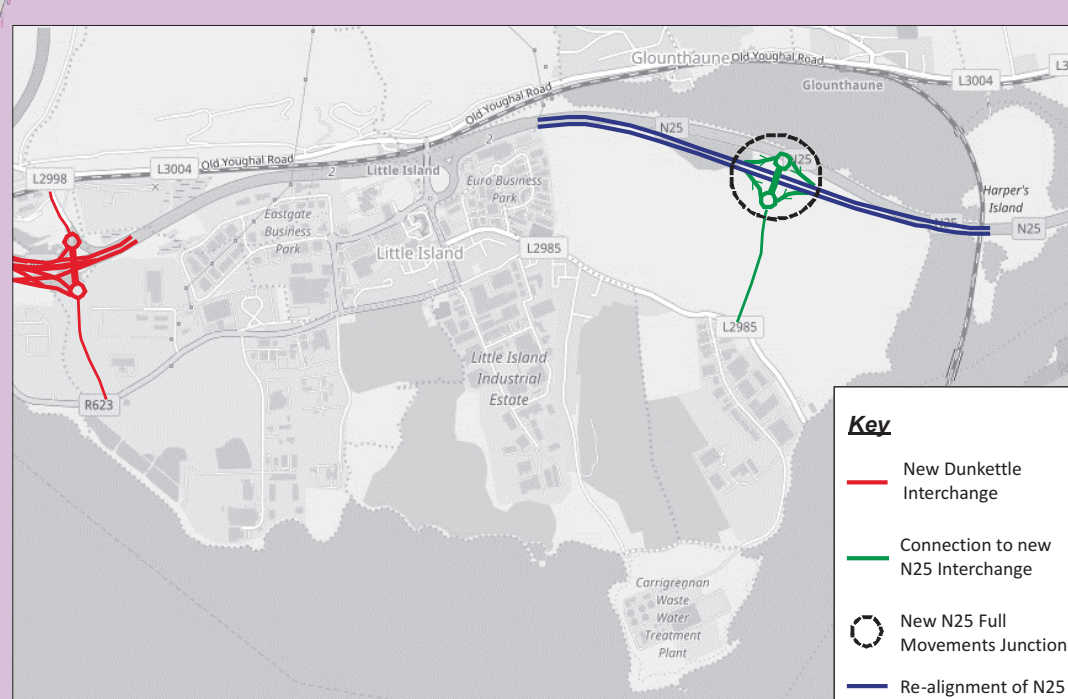
- Additional capacity at the N25/R623 Interchange;
- Widening of the northbound, eastbound and southbound approaches of the An Cromptán Roundabout to two lanes each;
- Use of both lanes to travel north at the Ballytrasna Park Junction;
- Scheduled delivery = 2022.



### Medium Term LITS Upgrades

- Bus priority at the N25/R623 Interchange whilst maintaining two lanes for general traffic;
- Upgrade of An Cromptán Roundabout to signalised junction with additional lanes at north and south entrances;
- Pedestrian crossings added at An Cromptán Junction;
- Additional lane from north and bus priority provided at Ballytrasna Park junction;
- Scheduled delivery = 2022 - 2027.

### 3rd Interchange onto N25 - Long Term

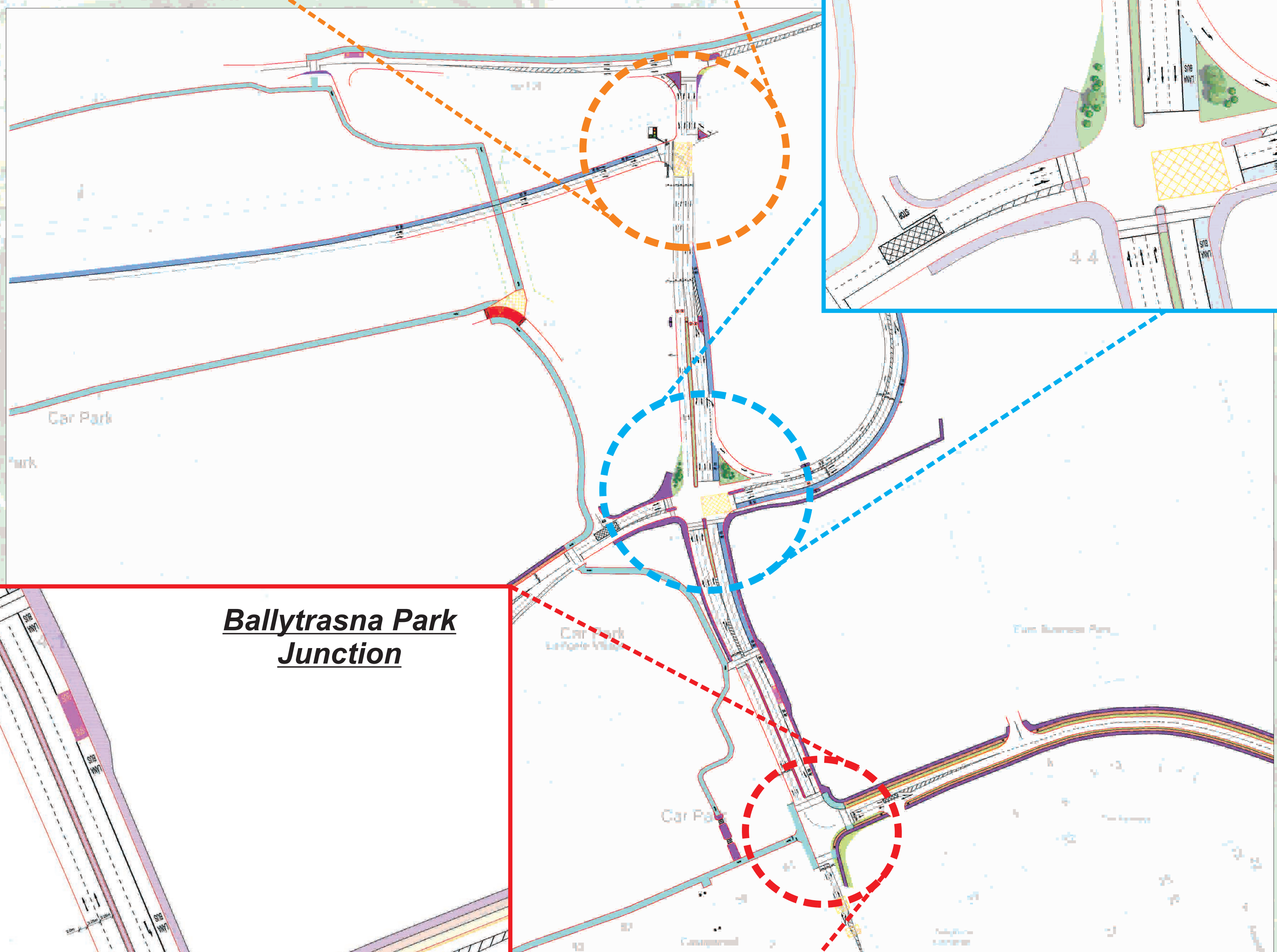
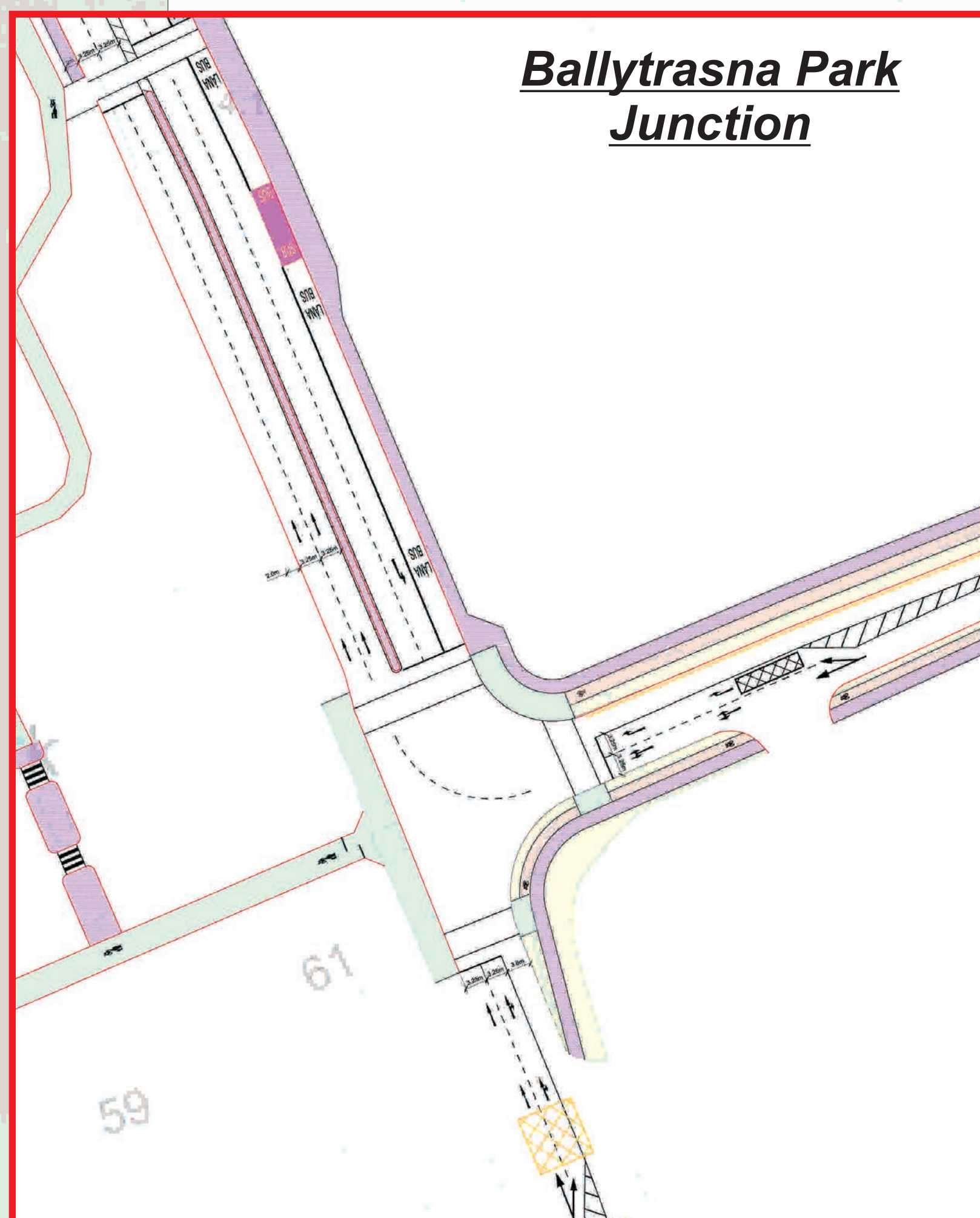
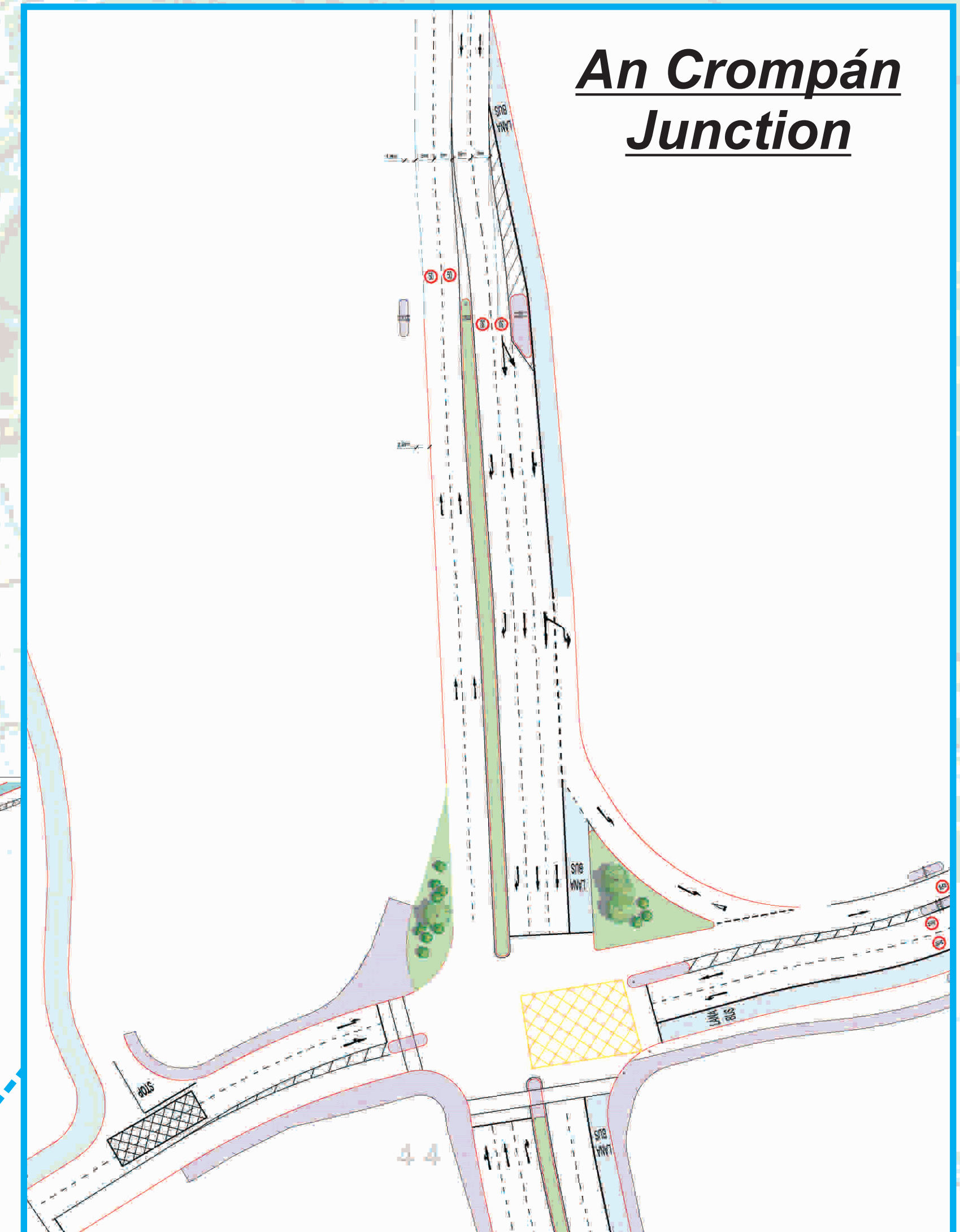
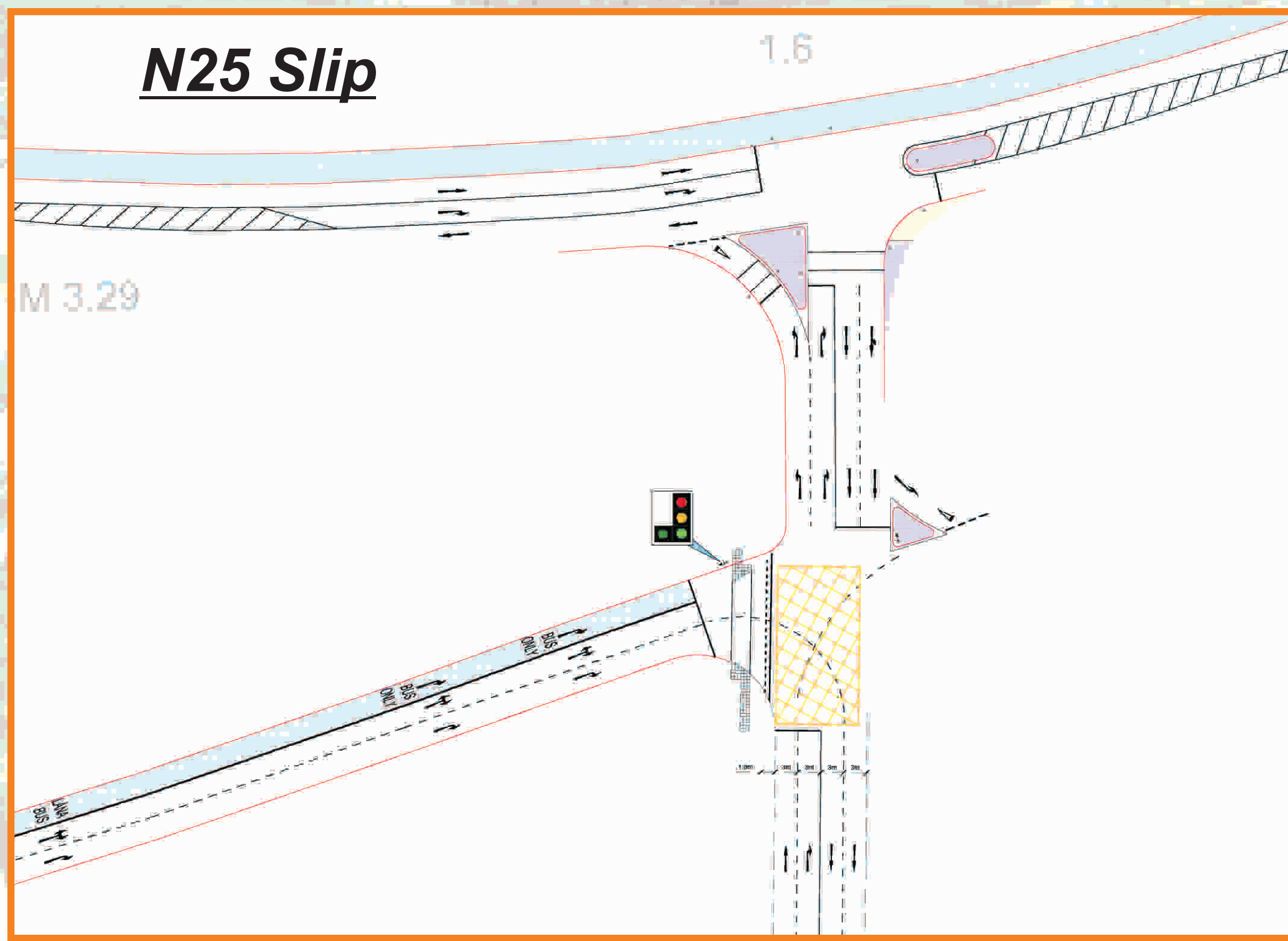


- Not identified as a requirement during the lifetime of the study
- The corridor for the route could be retained as part of a longer term strategy, however, the following significant challenges remain:
  - It contradicts National Policy;
  - The cost of construction will be extremely high;
  - Potential adverse environmental impacts; and
  - Will induce car demand resulting in greater congestion on the network



# Little Island Transportation Study

## Network Upgrades





# Little Island Transportation Study

## Transport Demand Management

**PROMOTING SUSTAINABLE TRAVEL AND MANAGING CAR USE – 'SMARTER TRAVEL CHOICES FOR ALL'**  
*Keeping Little Island moving – on foot, by bike, by bus, by train or by car-sharing.*

The Little Island Transport Strategy includes proposals for investment in cycling and walking routes, new public transport services (including a mobility hub at the train station) and local road improvements. To ensure people are aware of these new transport improvements and are encouraged to use them, it is important to also invest in providing marketing information and support to people about their travel choices.

This will help to sustainably manage the demand for increasing car use on Little Island – and support residents, employees and visitors to make safer, greener and healthier journeys.

Delivered in partnership with local businesses, the community, transport operators and developers with support from the National Transport Authority, our 'Smarter Choices' proposals include:

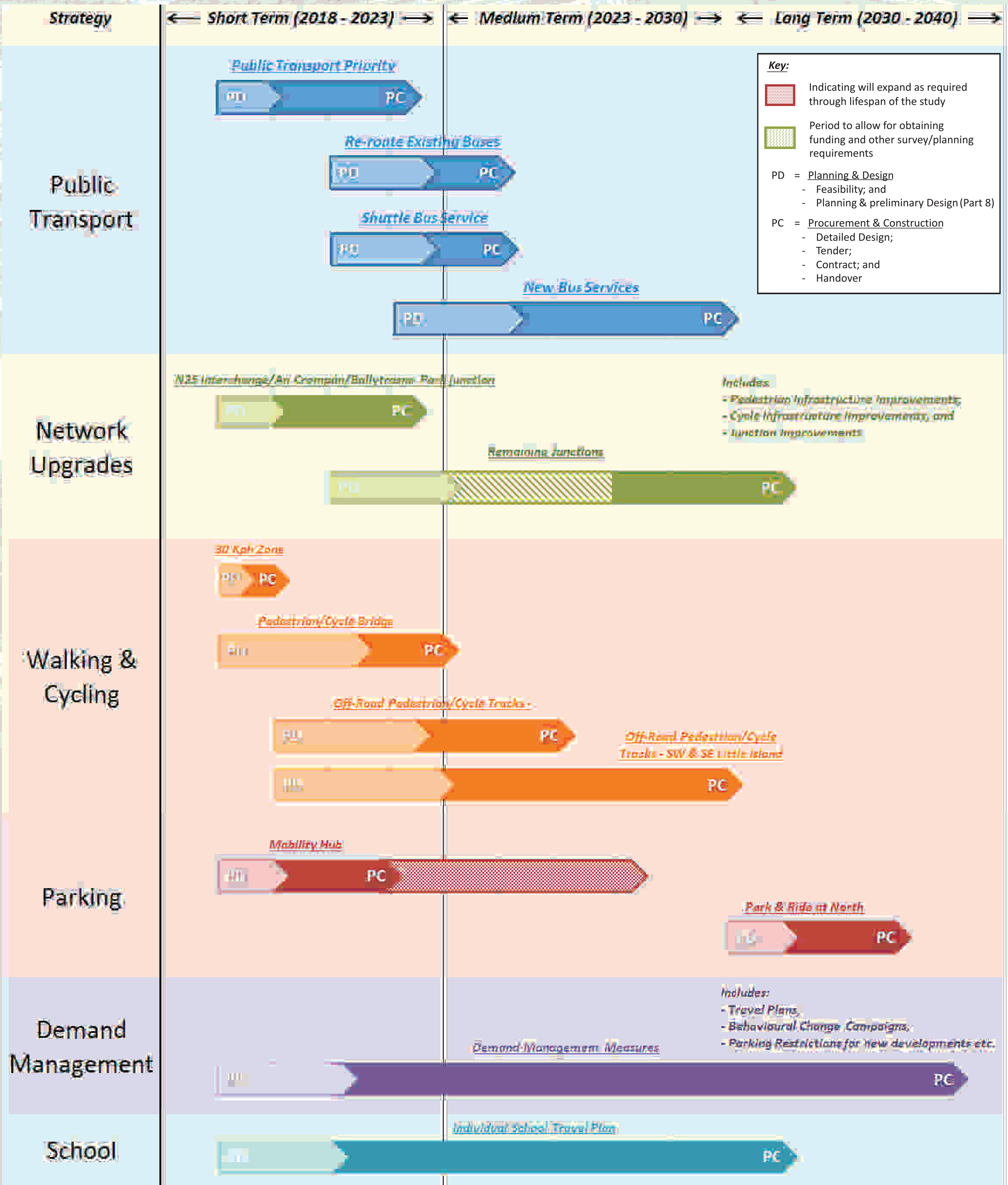
- **Public transport marketing and journey planning information** – for new public transport services that meet your commuting and leisure needs;
- **Mobility hub at the train station** – supporting peoples' onward journey from the train station / Park and Ride to locations across Little Island by bus, foot or cycle;
- **Promotion of new, safer and direct cycling and walking routes** – that take you where you need to go on Little Island, linking up homes, workplaces and the bus and rail network;
- **Online car-share service** – a car-share matching service to help you find a car share partner, helping to reduce traffic jams and save you money on your daily commute;
- **Personalised travel planning** – with 'Travel Welcome' packs from housing developers for residents moving into new homes on Little Island;
- **Improving commuting and business travel choices for employees** – delivered through Little Island employers implementing Workplace Travel Plans and providing their staff with support such as discounted Tax Saver public transport tickets, lockers and showers for cyclists and pool cars and bikes for business travel;
- **Sustainable travel marketing campaigns, competitions and challenges** – to support and encourage more people to travel on foot, by bike or by public transport and keep Little Island moving; and
- **Reduced levels of parking for new developments** – will be introduced in tandem with the investment in walking, cycling and public transport infrastructure. Through the planning process these will be supported by Workplace Travel Plans encouraging staff to travel sustainably.





# Little Island Transportation Study

## Implementation Plan





# Little Island Transportation Study

## Summary of Benefits

The delivery of the Transportation Study will:

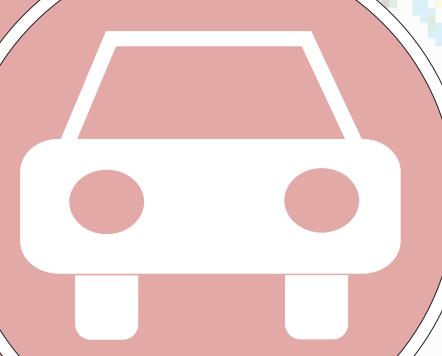
- Improve the quality of life for residents of Little Island providing **ease of movement for all**;
- Help make Little Island a **better place to do business** and improve it's standing as a **Strategic Employment Centre**;
- Act as a **guide** to show how **investment in transport infrastructure** can deliver the **greatest impact** for the people **living and working on Little Island**;



- Enhance **pedestrian and cycle facilities**;
- Enhance **safety for pedestrian movements**, in particular for vulnerable road users such as school children and the mobility impaired;
- Provide **better access to Public Transport** and the **local school**;
- Increased **area-wide connectivity** with direct, comfortable and attractive **cycleways/footways**;
- Create **segregated walking and cycling infrastructure**



- **Increased capacity** for movements on-island supporting **sustainable growth** up to **13,000 employees**;
- **Junction upgrades** leading to **substantial reductions in journey times** during peak periods;
- **Reduce traffic congestion** and levels of **vehicular emissions**;
- Network upgrades improving **capacity** and **safety** for **all road users** in Little Island



- **Improved journey times and reliability** for **public transport services** in Little Island;
- **Additional bus services** provide **viable alternatives** to the private car, thus **supporting sustainable travel**;
- **Enhanced accessibility** to the train station by **improving the pedestrian and cycle network**; and
- **Promote parking off-island** due to the creation of a **Mobility Hub and Park and Ride** facilities linked to a **high frequency shuttle bus** service operating to key destinations on Little Island.



***We would welcome your comments on the Little Island Transport Strategy presented today***

Dates for your Diary:

- **16th November 2018:** Closing date for submissions on 2nd public consultation