



Transport & Mobility Forum

Cork City Council

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Via online consultation portal

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c/o Cork Environmental Forum
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Public Consultation – Response

Emmett Place Enhancement Project

<https://consult.corkcity.ie/en/consultation/emmett-place-enhancement-project>

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the Anglesea Street contraflow Bus Lane scheme.

The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports measures and policies promoting sustainable and active travel. Sustainable and Active Travel (cycling and walking) helps to reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health, as well as the general quality of life in the city.

As such it is the TMF's aim to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

Overview

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We support the proposal for the general enhancement of Emmett Place. We particularly commend the addition of green features such as planters and trees.

We strongly assume that local cycle access, as well as through cycle traffic, will be accommodated in both directions on the (delivery) access corridor along the east side of Emmett Place

Observations:

Our critical observations are mainly around cycle traffic:

Crossing of Lavitt's Quay (east):

While Christy Ring Br is a direct line connection from Emmett Place towards Carroll's Quay / Camden Quay and Pope's Quay, and equipped with a 2-way cycle path on footpath level, getting to and from this path has proven difficult in the past due to the 'shared surface' with pedestrians at the traffic lights. Here, at the northern end of this crossing (at C-Ring-Br side), the dropped kerb needed for cycling is only existing in the immediate space of the pedestrian crossing. Given the high footfall of pedestrians here, this is a constant source of conflict and hazard between cyclists and pedestrians. Also, cyclists coming from Christy Ring Br and wishing to continue East onto Lavitt's Quay, are stopped by waiting pedestrians immediately at the kerb line.

We strongly suggest that the dropped kerb here is extended a few metres to the west (for cyclists) and a separate crossing for cycle traffic is marked (toucan crossing) next to the pedestrian crossing, and space is clearly marked for cyclists here on footpath level up to this point.

On the southern end, we assume that (due to the 'removable bollards') dropped kerbs are planned here anyway, just west of the pedestrian crossing.

Access to Academy Street

As Christy Ring Br / Emmett Place provide a safe access route for cycle traffic into the Patrick St area via Academy St, cycling between Emmett Place and Academy St shall be facilitated.

The Re-aligned carriageway along the south side of the Crawford Gallery shall facilitate contraflow cycling westbound to access Academy St. A diversion of cycle traffic via Lavitt's Quay and Halfmoon St here would provide a significantly lower level of safety and service.

Cycle Parking

We note that existing cycle parking near Halfmoon St and at the eastern side of the Crawford Gallery will be removed, while new cycle parking will be provided at Lavitt's Quay, front of the Opera House and the entry to Opera Lane. We strongly ask to revisit the number of cycle spaces offered and ask for a net increase of the number of cycle parking spaces in the area (with Crawford Gallery, Franch Quarter and Opera Lane being large trip attractors).



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It is unclear if there will be general bike stands maintained next to the new TfI Bike station near Halfmoon St. If not, we see a severe shortage of cycle parking in this particular area (Paul St/Boots, Crawford entrance, Opera Lane). Additional stands here could e.g. go in between the disabled car spaces and the pedestrian crossing towards Opera Lane.

Public Bike Station at Halfmoon St end

We welcome the set-up of an additional TfI Bike station at Halfmoon St (which replaces the existing bicycle parking). We are wondering, however, how the second row of stands is to be accessed while being blocked by the proposed motorcycle spaces.

We would be obliged to further participate in the discourse and planning processes around this and other Active and Sustainable Travel improvement schemes as we feel that TMF can provide valuable input into the process. Please do not hesitate to contact us at any time at tmfcork@gmail.com.

Kind regards

Stephan Koch

Transport and Mobility Forum – Acting Chair

Darren McAdam-O'Connell

Transport and Mobility Forum – Coordinator

Note: *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

**) A full list of partners in the Transport and Mobility Forum can be found at*

<https://transportandmobilityforum.com/partners/>