



Transport & Mobility Forum

West Cork Greenways – Cork to Kinsale
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c/o Cork Environmental Forum
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29th Feb 2024

Public Consultation – Response

West Cork Greenways – Cork to Kinsale Sections

Dear Sir/Madam,

The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports sustainable modes of travel measures and policies. Sustainable and Active Travel (walking and cycling) helps reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health.

SDGs, ...

General Considerations

The Transport and Mobility forum strongly supports the provision of interurban and rural greenways. A particular priority for us is the connection of West Cork to Cork City and the national Greenway network via the alignment of the Old West Cork railway. We note that the recent report of the VOICE project (SECAD sustainable communities' project Inter-communities linkages Sustainable Transport Audit) strongly recommends the prioritization of the development of this route for a Greenway serving the West Cork communities for health, social, environmental, and economic reasons. A copy of this report is attached below.

Greenways are often considered primarily leisure and tourism focused projects and we support this aspect of Greenway use, however, the utility use of greenways by local residents and

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workers/students should ~~be of~~ be of critical importance. The leisure aspect of greenways requires that they are pleasant inviting places free from traffic noise, pollution, and risk, these are also a key consideration for local residents and workers using the Greenway. The utility use of a Greenway to allow local residents employees and students use the route as a daily or weekly alternative having to reach the destinations they require reaching in their daily routine also requires that the Greenway has frequent access points connecting directly to residential areas, places of employment/education, services, and amenities. That it is direct and flat and allows cyclists to make fair progress without being impinged upon by pedestrians or impinging upon the pedestrians who also need to be considered as core Greenway users. Sufficient with and clear way marking is key to avoiding Cyclist Pedestrian conflict.

Route Options Assessment

We are **strongly in favour of the Route Option along the old railway alignment**, As already stated in our previous submissions other routings particularly on to existing roads would inflict a detour and the quality of service for pedestrians and cyclists would be compromised by its routing along a main traffic artery.

The advantages of route along the existing Railway Line

- A flat direct route.
- Following the desire line, as cyclists and particularly pedestrians are sensitive to unnecessary long detours.
- Direct town to town link allowing assesses to services amenities and public transport as well as the largest population concentration.
- Creating a protected environment, largely away from (through) motor traffic

In the immediate surroundings of the towns (up to ca. 3-5km from the centre), however, it is of high importance that local services, workplaces and amenities are best served, so that the new active travel infrastructure can unfold the potential for a modal shift for local everyday travel within the towns and their immediate environs. It will be especially here where the utility use purpose is at least equally if not more important as is the leisure aspect.

Such an environment would encourage and attract a broad demographic of residents in the area to walk or cycle in their daily routine, and first and foremost would put even younger children in a position to access the schools independently by means of active travel. The positive side effects of this must not be under-estimated in relation to

- Gaining independence and self confidence
- Acquiring travel habits and skills beyond the private (family) car
- Raising levels of physical activity and hence promoting public health and
- Contributing to a substantial reduction in school run related short-distance motor traffic.

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Lighting

Light pollution is a serious issue affecting human health, nature and the visibility of the night sky. Street lighting and the lights on motor vehicles are a major contributor to light pollution. We recognise that the provision of Greenways by reducing the volume of motor traffic is an important contributor to reducing light pollution. However, to mitigate the impact of Greenway lighting on light pollution we would like the following measures to be considered.

- That lighting only be used when and where it is required.
- That timers and sensors be used to ensure illumination is activated only when necessary.
- That appropriate cowlings are used to direct light only where needed.
- That the use of non-reflective or directionally reflective surfaces are considered to minimize the escape of light from where it is most needed.
- that the wavelength or colour temperature of the light is as red or of as long a wavelength as is practical as these frequencies both have less of a physiological impact on humans and the natural world and also are more rapidly attenuated within the atmosphere

Impact of Greenways on nature, biodiversity, and landscape.

We recognise that the provision of Greenways by reducing the volume of motor traffic is an important contributor to reducing the need for road widening and new road development. As a result, Greenways are a key strategy to reduce our impact on nature, biodiversity, and landscape.

However, to further mitigate the impact on nature, biodiversity, and landscape we would ask that care and consideration be given to minimizing the impact of the construction on the Greenway on nature. In particular, that the removal of scrub, hedgerows and trees should be kept to a minimum. We would ask that care and consideration be given to minimizing the impact of the construction of the Greenway. That minimising the removal of scrub, hedgerows and trees be a key part of the proper planning of the construction phase. While a certain amount of removal of vegetation may be required particularly where scrub, hedges, or trees cross the proposed alignment, our experience is that the vast majority of removal of vegetation occurs not on the permanent alignment but rather to facilitate the access of construction vehicles and the parking associated with construction.

We would particularly ask that steps and guidelines are provided to minimize this impact. Where removal of some vegetation is unavoidable that remediation is carried out with planting as near as possible to the site of removal.

Conclusion

The Cork TMF strongly supports this project and looks forward to commenting on more detailed plans in due course.

Should you require any clarifications, please email me at tmfcork@gmail.com.

Kind regards



Transport & Mobility Forum

Dr Darren McAdam-O'Connell, Coordinator

Stephan Koch, Chair

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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/>