



Transport & Mobility Forum

Cork City Council

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Via online consultation portal

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Public Consultation – Response

Black Ash Park & Ride – Bus Interchange

[Part 8 Planning Notice - Black Ash Bus Interchange | Cork City Council's Online Consultation Portal](#)

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the public consultation on the Black Ash P+R Bus Interchange 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

With the New City Bus Network emerging under the Cork BusConnects programme, the Black Ash P+R facility will become a major intermodal transport node in the south of the City. Apart from the present mere function as a Park+Ride site, it will become an interchange point for several bus routes. With the further development of the area, esp. the planned large scale housing development on the Musgrave site nearby, accessibility by means of active travel will also become important.

We are strongly in favour of the upgrade scheme for the bus interchange at Black Ash.

Observations:

Bus stops:

The plans show four single bus shelters for waiting passengers. Given the significance of the interchange within the new bus network, and the daily passenger footfall to be expected, we would strongly suggest providing an overarching canopy covering the entire passenger 'island' area between the four bus stop locations. This should be similar to the present situation, and to the bus stops on the south side of Kent Station.

An information kiosk, as well as a small newsagent shop / kiosk should be included, to upgrade the passenger experience at this major transport node (elements of 'place making').

Transport infrastructure is 'allowed' to be convenient for the users and to look attractive and appealing.

Bicycle parking:

We welcome the provision of a covered bike shelter (at the southeastern corner of the interchange area). However, we feel that its obvious size might be very small and cater for only a very limited number of bicycles (no details given).

On this small footprint, a double tier rack structure, accessible from 2 sides, should be considered with closet-like sliding doors, to provide secure storage. Most of the bicycles parked here would either stay there for 8 hours every day, or overnight.

Further, to be future proof, an area should be earmarked for further additional bicycle parking.

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Landscaping:

Where possible, the planting of trees should be included. The area east of the bus bays, adjacent to the car access lanes, seems to be an ideal place.

In general, a reduction of fully sealed surfaces should be aimed at, e.g. by semi permeable paving on parking stands etc.

Access from Mick Barry Rd:

For Buses:

The overlap of the car access filter lane (coming from the west) with the bus exit towards the east (Link Rd) looks problematic. While the major part of cars will most likely access from the east (Link Rd), tail backs from the west might yet be considerable at peak times. The strict enforcement of the proposed Yellow Box would be crucial here, but there would still be a potential source for delays for buses leaving the facility towards the Link Road.

For Pedestrians / Cyclists (Active Travel):

Pedestrian access to the interchange is unclear. This will become far more important than it is today, given the future housing development on the Musgrave site, but also for events in Virgin Media Park (aka Musgrave Park stadium).

For access from the west (Kinsale Rd), the proposed footpath along Mick Barry Rd from the interchange ends at the car exit lanes, and no provisions are made for linking it towards the Kinsale Rd. Also, the zebra crossing to reach the bus stop island is only planned for at its southern end. An additional pedestrian crossing to the passenger island should be installed at the northern tip, close to the bus entrance, to avoid detours for pedestrians.

Safe cycling access infrastructure to the interchange facility is not marked in the plans. The new Black Ash interchange should be accessible by bicycle from both directions: From the Kinsale Rd side, as well as from the Tramore Valley Park, as part of a new east-west cycling route. The Park is developing into an important cycle route with the opening of Mt Vernon Bridge in 2023.

While a crossing of the South City Link Rd for pedestrians and cyclists might be a future project (crossings or a bridge), provisions for connecting same to the interchange facility should be made now, e.g. by defining a crossing point for active travel from the passenger island to the northern side of Mick Barry Rd.



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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/>