



**Uimhir Thagarta Uathúil:** CRK-C155-DEV21-3  
**Stádas:** Submitted  
**Aighneacht:** Submission for Transport and Housing Plan

**Údar:** William Loftus

**Comhairliúchán:**  
Draft Cork City Development Plan 2022-2028

**Dáta a cuireadh isteach:** 29.07.2021 - 14:15

---

## Tuairimí:

### A Transport and Housing Plan for Cork

**Caibidil:** Volume 1 - Written Statement» 4. Transport and Mobility

**Ábhair:** Cycle Public Route selection  
Transport and Mobility, Pedestrians, network, Transport, process

My submission for a transport and housing plan for Cork is as follows:

1. To link the Lee Fields greenway to the Mahon greenway I propose putting in place pedestrian bridges over every bridge in Cork along the side of the south channel to provide a clear safe passage for scooter / bikes / wheelchairs etc.
2. To link the Lee Fields to all of East Cork I propose putting in place pedestrian bridges over every bridge in Cork along the side of the North Quay wall.
3. To provide a greenway path I propose precast concrete beams would be put under the footpaths protruding out of the quay wall to support the concrete panels for the path / greenway.
4. This system will preserve quay walls as an option.
5. Footpath on the northern side of the river can as an option facilitate one or 2 water mains from the water works in the Lee Road to East Cork and can double up to transfer flood waters to bypass the city in times of emergency.
6. River water from the River Bride, Glashaboy and Owenacurra rivers can be harvested and treated for development in East Cork in order to cope with predicted droughts in the future.
7. I propose replacing trains with electric / hydrogen luases on rubber wheels / buses so the rail corridor can be used from Kent station to all of East Cork as a multi function corridor for scooters / bikes etc.
8. In order to develop the northside of Cork city in the future I propose that a river culvert to facilitate storm water from development to run alongside the rail corridor from Monard along the side of the 8th Arch bridge and One eye bridge through the rail tunnel to exit at Horgans Quay.
9. The rail tunnel will provide a safe greenway and corridor for buses, Luases on rubber wheels on the roof of the culvert direct into the city along with the side of the open river culvert extending to Monard or Blarney.

10. There is potential to put high rise apartments, multi story car parks, schools, hospital for the northside etc up the side of the 8th Arch bridge with a roof garden to eliminate danger of the bridge height and support the culvert.
11. The greenway and transport system on the roof would provide transport at peoples front door.
12. With a distance between the rail corridor and housing development north of the city, solar panels can be put in place to provide communal heating and lighting for greenway.
13. In times of drought water from the Shornach River and the Blackwater River can be harvested using the side of the rail corridor.
14. With the height of the 8th Arch bridge the River Bride can be part dammed and diverted on the southern side of the bridge on the Kilcully road, run along the top side of the valley to join the rail corridor and released to power a generator at the bottom of the bridge as an option subject to levels.
15. In relation to providing low cost housing I propose that blocks of terraced 2-3 bed houses be put in place.
16. The houses can be put alongside the rail corridor on the north side of the city and the eastern side of the city along with proposed apartments.
17. The rail corridor can be used to put cables from any wind farm on the north side of the city.
18. Culverts for all services can be incorporated into culvert for storm water subject to levels.
19. Rail corridor can be catalyst for future generations to develop and expand for a growing population.
20. Rail corridor can be an opportunity to put in place a network of connecting greenways with toilets to every development in future to provide alternative to cars.
21. A number of large parking areas for motorists should be put along side the rail corridor so they can park, take a scooter from the car and use it on greenway to city.
22. All development on the northside should be at a level for services to have a gravity flow to the main culvert.
23. Low lying areas can be used for lakes, amenity parks and flood plains.
24. Main sewer for the city is at Northpoint on the Commons road, which is an ideal place for connection.
25. All excavated rock during excavation of the rail corridor in the past can be stored and used for a future north ring road.

All of the above can only be realised if Irish Rail converts to a Luas on rubber wheels at least from Blarney to the city.

I trust the above is in order.

**Eochairfhocail:** active A Deliverable Plan of  
transport, housing, transport, accessibility, action;

*Príomh-thuairim:*

Transport and Housing Plan for Cork

**Documents Attached:** Níl

**Teorainneacha Gafa ar an léarscáil:** Níl