



Uimhir Thagarta Uathúil: CRK-C155-DEV21-165

Údar: John Ó Ríordáin

Stádas: Submitted

Aighneacht: Points relating to climate friendly infrastructure.

Comhairliúchán:

Dáta a cuireadh isteach: 03.10.2021 - 18:32

Draft Cork City Development Plan 2022-2028

Adapting transport and flood protection to protect the climate and the residents of the city

Caibidil: Volume 1 - Written Statement» 5. Climate Change and Environment

Ábhair: Climate adaptation

1. Climate Change

The worsening climate change crisis is the defining societal issue of our generation. c. 40% of Ireland's emissions come from transport. It is important to note how cycling can play a significant part in reducing these emissions. However, enabling modal share shifts from private cars to bicycles for short trips in the city requires:

- The provision of well-connected and segregated cycle routes;
- The provision of high-quality public bike parking across the city;
- The provision of bike-related facilities at trip destinations (lockers, showers, bike parking)
- A reduction in vehicular speeds in most urban areas and limiting through-traffic on certain routes.

2. Cycling Share Target for Cork

CMATS baseline of 1% and target of 4% is inappropriate and should not be referenced in the City Development Plan. By choosing more realistic mode share targets for cycling, the City Development Plan will ensure that Cork can be marketed as a forward-looking and progressive city. Some commentators note that Cork City target mode share of between 13% and 20% by 2028 is achievable, based on the current growth trajectory. COrk show aim for this.

3. Infrastructure

I cycle extensively from the Northside of Cork City and neither I, nor my children who go to school nearby, have access to safe cycle routes and large parts of the city are too dangerous for people who may wish to cycle.

The focus now needs to shift towards providing cycle routes and not cycle lanes. These routes need to connect into the existing network. Major artery routes need to be of high quality and segregated by hard infrastructure (kerbing, etc). A clear roadmap needs to be provided for what routes will be delivered over the lifetime of the City Development Plan.

Particular focus needs to be afforded to the northside of the city as it is less served by existing cycle infrastructure.

4. 15 min city

The 15-minute city concept is achievable for all city neighbourhoods by adopting a targeted approach to introduce key elements of cycling infrastructure, such as safe roundabouts and intersections, segregated cycle routes, lower speed limits, filtered permeability, and improved design which minimizes conflict points between pedestrians and cyclists.

5. Lee to Sea

The Lee to Sea Greenway presents a significant opportunity for Cork. The Lee to Sea Greenway needs to be included as a specific transport objective and a plan is presented for route selection, funding, and construction. I look forward to being able to samely cycle this route with my children, starting from our home in the Northside.

6. Flood Protection

The current demountable barriers with pumps are lare industrial solutions to a more complex problem. The OPWs handling of similar such project within our county have been horrendous. They have turned beautiful ammenites into eyesores, and to add insult to injury, have not prevented flooding. The OPWs track record speaks for themselves and I have no faith in thier suggestions. The City should approach more novel, and brave, solutions with an open mind, while looking to increase the beauty and livability of our city, and not destroy it.

Thank you for reading my submission. Implemeting this plan is a tough, highly-responsible job and I wish ye all the best with it.

Eochairfhocail: connected cycleways, Dereliction, flooding, Quay walls, green spaces, affordable housing, futureproof,

Sustainable cities and communities, built and natural heritage, Climate change

Documents Attached: Níl