



Uimhir Thagarta Uathúil: CRK-C155-DEV21-408

Údar: Kevin Lynch

Stádas: Submitted

Aighneacht: Draft Development Plan Submission - Tower

Comhairliúchán:

Draft Cork City Development Plan 2022-2028

Tower

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

Ábhair: Cycle
Transport and Mobility, Pedestrians, network

1. Public transport – Lack of connection from City To Tower – Western Access etc

Reference Ch 4 Transport, Ch 10, Tower

Comment

Bus connections to Tower have improved in recent years through the change in frequency of the 215-bus service to a half hourly service on weekdays . The 215 route travels from Tower to the City via Blackpool and then on to Mahon. A significant issue facing Tower is the lack of public transport access to the Western side of the city including access to MTU, UCC, University Hospital, County Hall and other facilities. This results in passengers having to take two buses and travel over 12 miles for journeys of less than six miles or as is more likely taking the car. The 315 Service does provide one bus in the morning at c7.55 am on this route to the city and two buses back in the evenings, but this is wholly inadequate for the demand/strategic need. This issue was as part of the CMATs consultation process, but unfortunately was not included adequately into the final document. In addition, there is a need to provide orbital bus connections between Tower and Hollyhill (Apple Computers) and Tower through to Ballincollig .

Recommended Update

It is requested that as part of the statutory Development Plan reference is made to the need to improve public transport connections to Tower including ;a) provision of regular service between Tower and the City accessing the Western side of the City (via Muskerry Road) and b) orbital connections top Tower are improved including a link between Hollyhill (Apple Computers) and Ballincollig via Tower/Blarney.

2. Enhance public realm in Tower

Reference: Ch 10 – Section 6 – Tower – Ob 10.64

Comment

Tower has developed since the 1970s as a series of housing estates dissected by a busy regional road carrying strategic, heavy goods, commuter and tourist traffic very often at speeds of over 50km. This road dominates and overwhelms the settlement with limited sense of a town or village because of this. Large areas of Tower do not have

footpaths.

Recommended Update

There is a need to give prominence in Tower to residents and in particular to walkers and cyclists throughout the settlement but particular access to the large school which is at the periphery. In addition, there is a significant opportunity to provide an amenity of city-wide importance through the provision of a walkway on the Shournagh Valley (an existing pathway exists) – which should be identified and protected in the plan.

Cycle/Pedestrian/Linear Park Connection to the City

Ch 4, Ch 6 (objective 6.47) & Ch 10 – Section 6

Comment

Tower has multiple road connections to the City which provides adequate car connection and the potential for good bus connections. These roads are very poor (dangerous) however for pedestrians and cyclists due to topography and the windy nature of these routes (particularly the Muskerry Road). There is a significant opportunity to link Tower/Blarney to the City and to the Lee to Sea proposal via the route of the Old Muskerry Railway – running from Blarney to Tower and then on to the Carrigrohane Road via the Muskerry Valley. . This highly scenic valley is flat and would provide a relatively short (c 10km) commuter/leisure/tourist link between the city and Tower/Blarney (one of Irelands Key Tourist locations).

Recommended Update

This route/proposal should be identified and protected as part of the Development Plan.

Documents Attached: Níl