

Mixed Use Development, Carrigaline, Co Cork.



Statement of Pedestrian & Cycle Connectivity

Document Control Sheet

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1.0 INTRODUCTION

Martin Hanley Ltd. Consulting Engineers have been engaged by Reside Investments Ltd. to prepare a response to Condition 4 of An Board Pleanála Pre-Planning Consultation Opinion which states *the following specific information should be submitted with any application for permission: A detailed statement, demonstrating how the proposed development will tie in safely with the wider road network, in particular with respect to pedestrian and cycle routes.*

This report has been prepared as part of the planning application. The proposed development consists of 202 apartments and 22 Townhouse as well as a large retail outlet and 2No small retail units and a creche with associated underground parking. Parking for the facility will be located in the basement of the complex as well as a small number at surface level. Access to the proposed development will be from the new Carrigaline Western Relief Road (CWRR) which is currently under construction and due for completion in Q3 2022.

Parking for the facility will be preliminary underground with a small number of parking spaces above ground. It is intended that 255 No. car parking spaces will be provided for the residential and commercial development as well as 503 No. bicycle stands split between external and covered.

2.0 PROPOSED DEVELOPMENT

The proposed development consists of the construction of a new six storey Apartment Development.

The apartment development will contain 1-bed, 2-bed and 3-bed units totalling 202 units.

The development will also contain a large retail outlet, 2No small retail units and a creche.

The parking for the development will be in the basement and ground floor.

The following is a detailed breakdown of the proposed development,

1-bed (94 units)

2 bed (96 units)

3 bed 12 units)

Large retail shopping unit 3000sqm

Unit 1 small retail unit 67sqm

Unit 2 small retail unit 91sqm

Creche Unit 184sqm.

A layout drawing of the development provided by Henry J Lyons Architects is shown below,

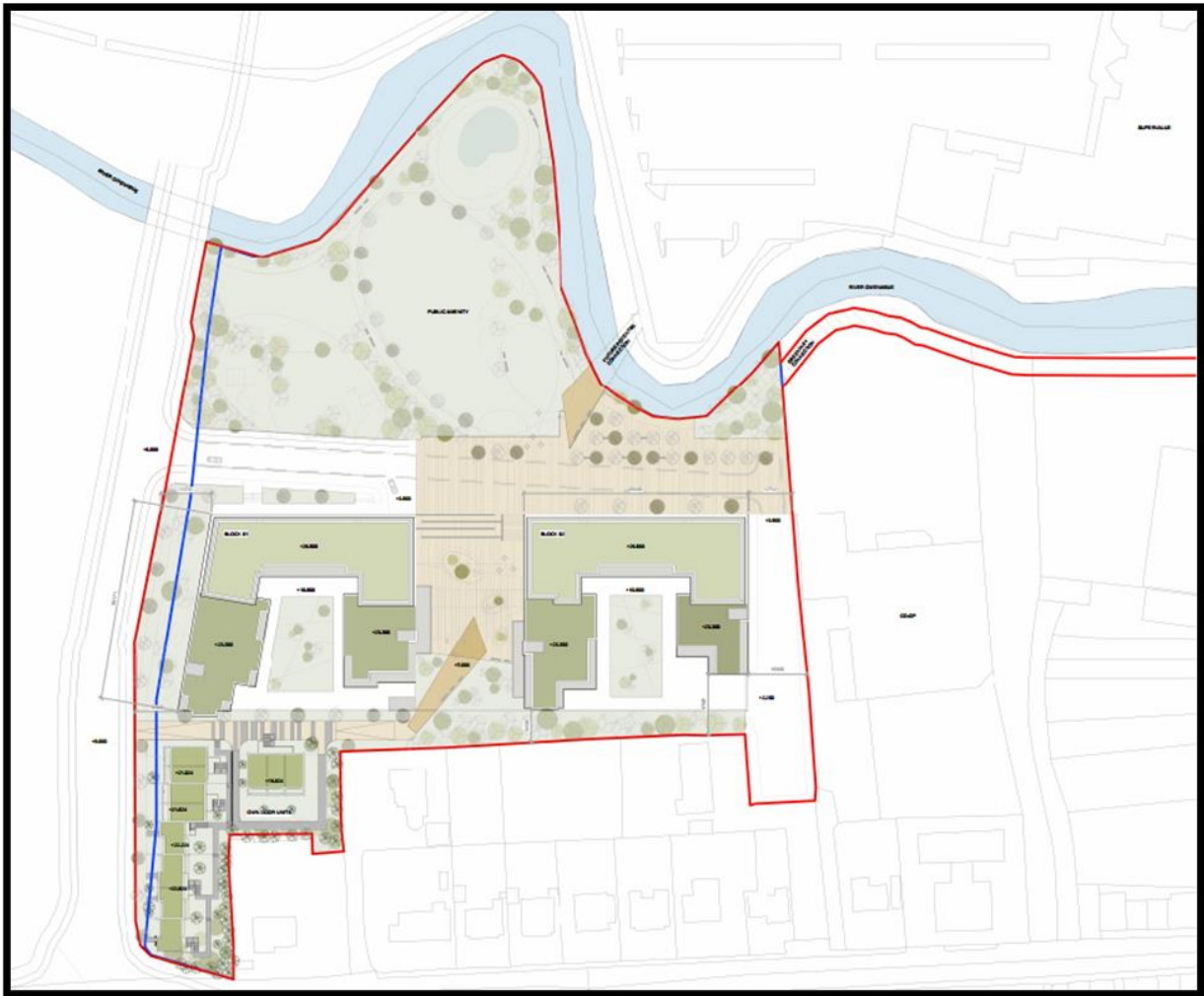


Fig 2.1: Proposed Development Layout.

3.0 PUBLIC TRANSPORT FACILITIES

An assessment of the existing public transport infrastructure in the area was undertaken. The existing bus routes within the proximity of the development were identified. The figures below show the walking routes to the existing bus stop on Main Street and Kilmoney Road. It is highly probable that Bus Eireann will reroute some existing bus services along the new Carrigaline Western Relief road once construction is complete.

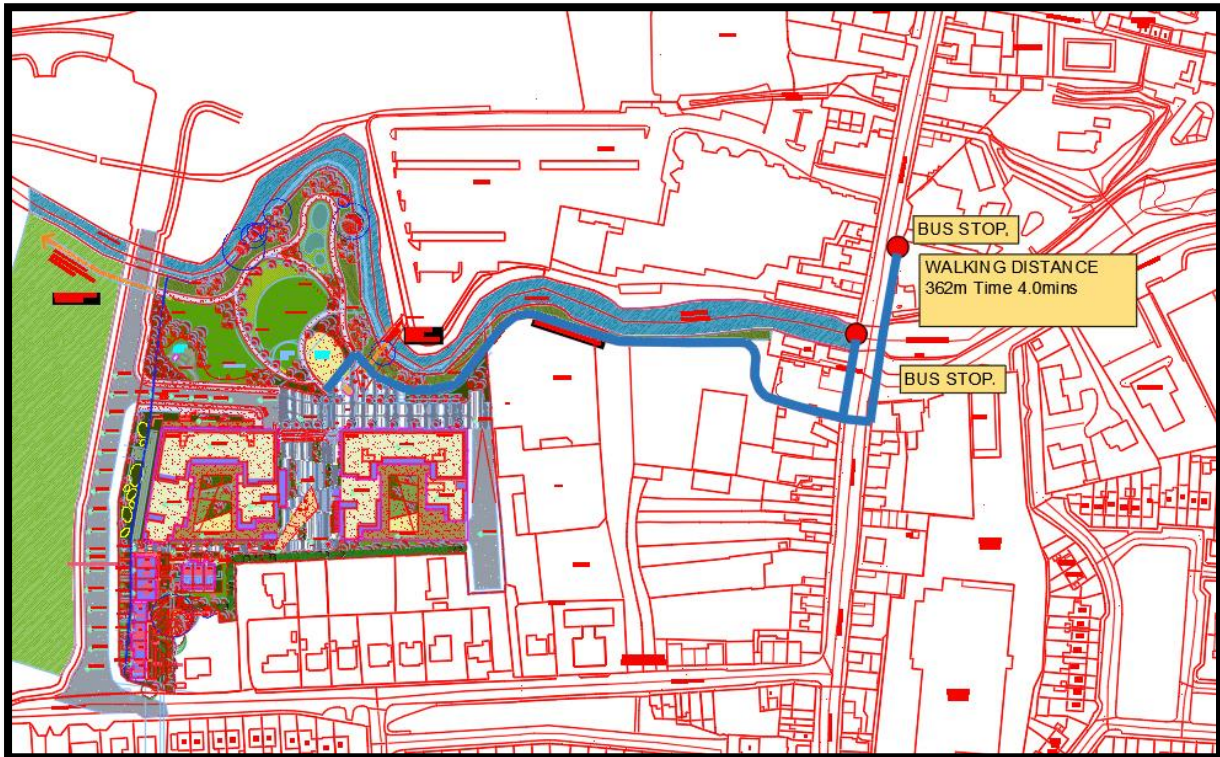


Figure 3.1 Location of existing Bus Routes on Main Street Bridge Carrigaline southbound & Northbound

Figure 3.1 above show the proximity of the proposed Development to Bus services 220, 220X & 225 on Main Street indicating a 4min walk time from the proposed development along the route of the new Riverside Link pedestrian and cycle route.

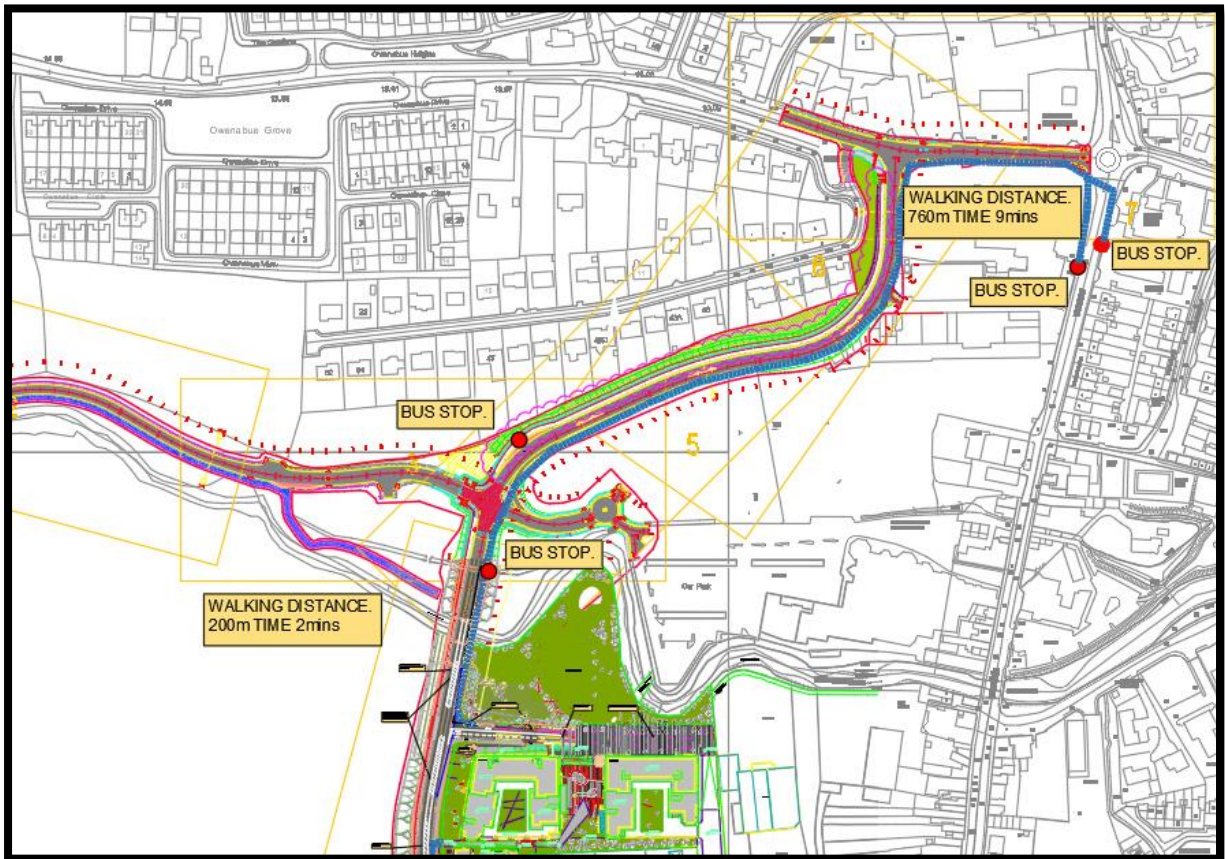


Figure 3.2 Location of existing Bus Routes on Main Street Carrigaline & Proposed Bus Stops on the Western Relief Road.

Figure 3.2 above show the proximity of the proposed Development to northbound Bus services 220, 220X & 225 indicating a 9min walk time from the proposed development. The figure also show the proximity of the development to two new bus stops on the Western Relief Road indicating a 2min walk time.



Figure 3.3 Location of existing Bus Routes on Kilmoney Road Carrigaline westbound & eastbound.

Figure 3.3 above show the proximity of the proposed Development to westbound Bus services 220, 220X indicating a 3min walk time heading westbound.

Figure 3.3 above show the proximity of the proposed Development to both eastbound Bus services 220, 220X indicating a 4 min walk time for heading eastbound.

4.0 PEDESTRIAN FACILITIES

Pedestrian facilities along Main Street, Ballea Road and Kilmoney Road are currently adequate. Footpaths are available on both side of the road connecting to the Bus Stops on Main Street and Kilmoney Road. Carrigaline Transportation and Public Realm Enhancement Plan' (CTRPEP) identifies the future transportation requirements of Carrigaline and considers them in the context of urban realm enhancement opportunities. The plan proposes improvement to pedestrian facilities along Ballea Road, Main Street and Church Road.

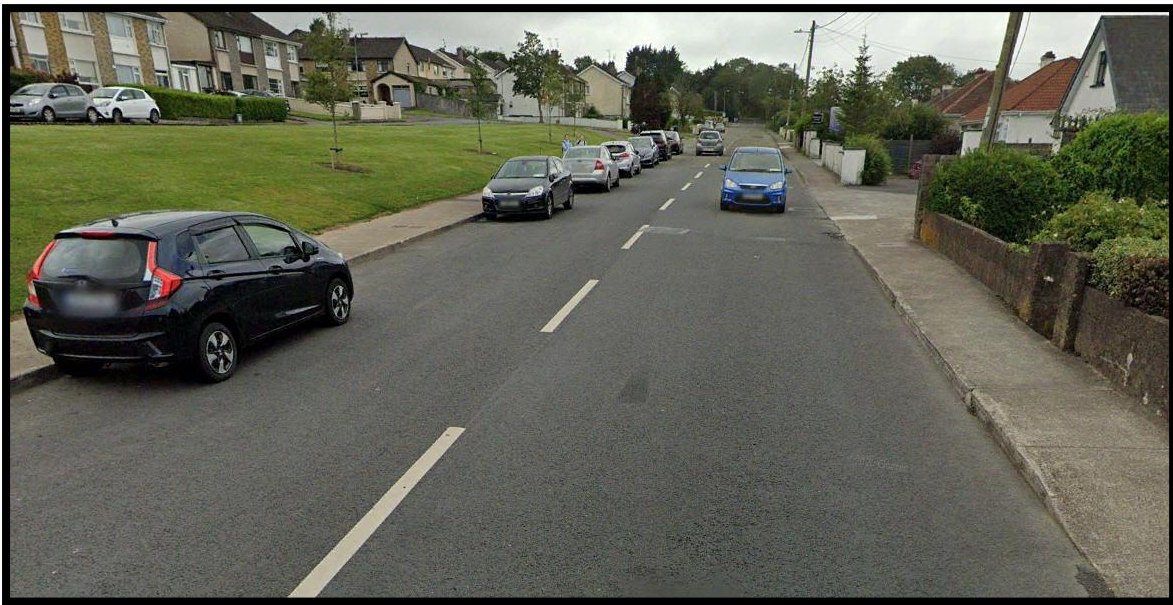


Figure 7.1 Existing Pedestrian Facilities along Kilmoney Road.



Figure 7.2 Existing Pedestrian Facilities along Ballea Road.



Figure 7.3 Existing Pedestrian Facilities along Main Street Carrigaline.

5.0 CYCLE FACILITIES

The proposed Development will be serviced by a dedicated cycle route along the Carrigaline Western Relief Road. These will connect with the existing cycle facilities currently available along the Crosshaven Road and further cycle routes planned towards Raffeen to the north of Carrigaline.

A primary cycle route running along the Owenabue River is proposed as part of TPREP. The section of the cycle route from the Western Relief Road to Main Street Carrigaline will be provided as part of this application.



Figure 5.1 Proposed Pedestrian and Cycle Network under the TPREP - to be implemented within 5 years.

Figure 5.1 above shows the proposed cycle networks including primary secondary and feeder routes to be provided under 'Carrigaline Transportation and Public Realm Enhancement Plan' TPREP. The proposed development site is shown in red.

Dropped kerbs, dished footpaths, raised pedestrian crossings and tactile paving will be provided at appropriate locations such as at the entrances to the Development and pedestrian crossing points. A total of 503 bicycle stands will be provided as part of the Development.

6.0 SUMMARY

In conclusion, the proposed development is well located for the implementation of a Mobility Management Plan promoting alternative modes of transport such as walking and cycling. The proposed development has safe access to bus routes on Main Street Carrigaline and the Western Relief Road and is within a short walking & cycling distance from significant employment hubs such as the Carrigaline town centre.

The proposed development will be well served by good public transport services with several bus services available within a short walking distance. These services include the 220, 220X, & 225 bus services. The site is ideally located in the centre of Carrigaline within close proximity schools, shopping, and local services.. All of these services can be accessed by pedestrians and cyclists. The site is only 360m walking distance to the town centre of Carrigaline.