



City Centre Movement Strategy Phase 1 and 2.

**Part 8 Planning
Public Consultation
May 2016.**

**Notice under Section 179 of the Planning and Development Act,
2000 and Part 8 of the Planning and Development Regulations 2001
as amended.**

BACKGROUND

With the continuing growth in car ownership and usage, the introduction of sustainable transport measures is essential to ensure effective movement of people and goods in city centres. The traffic management strategy for Cork City is being implemented so as to ensure that those living, working or doing business in the city centre can do so in a timely and uncongested manner.

The need for the City Centre Movement Strategy (CCMS) was identified originally in the Cork Area Transit Study (CATS) which was completed in 2010. Arup and MVA Consultancy were appointed by Cork City Council in June 2012 to carry out the City Centre Movement Strategy study. The overarching objective of the study is to set out an implementation strategy which will *“improve the general vibrancy of Cork City Centre to promote sustained economic growth, to deliver a much more attractive environment for shoppers, visitors and tourists and to help encourage sustained inward investment.”*

The key principles of the CCMS include:

- the re-location of roadspace on the City Centre streets to ensure a more appropriate balance between the different transport modes serving the city
- the better management of through traffic on city streets, to the benefit of all road users.

The CCMS provides for an improved choice of modes of transport for those who wish to access and travel within the city centre. A primary aim of restricting vehicular access to St Patrick street is to improve reliability and reduce journey times of bus services operating on the street. This will ensure better frequency of services at peak times. There are currently 564 bus movements on St. Patrick’s Street each weekday, these services carried over 6.5 million passengers through the street in 2015. Overall passengers numbers on City bus routes grew by 8% in 2015. Improved reliability and reduced journey times will make public transport a more viable alternative for journeys to the city centre, thereby reducing overall congestion.

The improved choice will help to make the City Centre a more attractive place to visit, to shop in and do business and work in. The sub- objectives of the strategy are to:

- Develop a traffic management plan to improve public transport journey times and reliability;
- Develop a revised traffic management plan for the city which will manage through traffic in the City Centre and improve general travel conditions for all users;
- An improved pedestrian environment within the City Centre;
- Provide a traffic management plan which will facilitate the future delivery of a Bus Rapid Transit (BRT) System for the City Centre.
- Provide a network of safe cycle routes within the City Centre to promote increased cycle usage.

The strategy was adopted on 25th of March 2013. Section 9 of the Strategy sets out the proposed implementation phasing for the project as follows:

Phase 1	St Patrick's Street restriction to facilitate buses and taxis at certain times;
Phase 2	Washington Street/ Grenville Place/Batcher's Quay Area;
Phase 3	Merchant's Quay/Anderson's Quay Area;
Phase 4	McCurtain Street/St. Patrick's Quay Area;
Phase 5	North Mall/Popes Quay Area;
Phase 6	South Mall/Terrance McSwiney Area;
Phase 7	Georges Quay/Sullivan's Quay/Proby's Quay Area;
Phase 8	North Main Street/South Main Street Area.

Some elements of the Strategy have already been approved and progressed following public consultation. These include the Parnell Place Renewal scheme and the related Kent Station to City Centre Improvement scheme

Scope of works

Cork City Council now proposes to proceed with development works as part of Phase 1 and Phase 2 of the City Centre Movement Strategy. As the initial proposal for this work was not approved by Council following consultation in 2015 the proposals now being presented include a number of changes.

It is proposed to reduce the times of the restricted vehicular access to St. Patrick's Street to between the hours of 3.00pm to 6.30pm daily. Access during this period will be restricted to Buses, Taxis, Cyclists and Emergency Services. As part of the restriction, it will be necessary to control the various access points onto St. Patrick's Street from the adjacent side streets during the restriction period.

Proposals will include the introduction of a package of parking measures for the Middle Parish area to include –

- extending the pay parking regime from 6.30pm to 8.30pm to better accommodate the needs of local residents
- reducing the allowable parking period for pay parking from 2 hours to 1 hour
- upgrading Grattan St carpark facilities
- appropriate signage in the area to direct visitors to the public car park at North Main St so as to further reduce demand for parking by non residents
- extending the hours of operation North Main St car park beyond 6.30pm to better accommodate the needs of visitors to the area
- reviewing the operation of North Main St car park to accept payment for long term parking by workers who may otherwise compete for on street car spaces locally

Proposals will include public realm changes/improvements including

- planting
- public lighting
- street furniture

- amenities
- pedestrian facilities
- surface improvements etc

Local traffic calming measures can be introduced within the middle parish residential areas if required and the process for making a byelaw for introduction of 30Kph slow zone will be undertaken.

The disabled parking in Academy Street will be retained as requested and the proposal of additional disabled parking in Emmet place will still be provided.

Bollards and other street furniture have been provided to prevent illegal parking on the plaza in Cornmarket Street. A link across the plaza to connect Cornmarket Street and Kyle street will be provided as part of these proposals.

The other proposed works include;

❖ **Prospect Row/Grenville Place/Bachelor's Quay/Grattan Street/Sheares Street Area**

- Provide upgraded footpaths, public lighting and public realm improvements within the study area.
- Provide improved parking facilities for ambulances at Mercy University Hospital on Grenville place.
- Provide additional parking/ set down/ disabled parking bays along Grenville Place and Prospect Row.
- Provide an enhanced pedestrian environment at the junction of Henry Street and Grenville Place.
- Convert Grenville Place from two-way operation to one-way northbound from Sheares Street to Bachelors Quay.
- Provide new footpaths, cycle lanes and parking bays along Bachelors Quay between North Gate Bridge and Grattan Street.
- Provide new footpath along Grenville Place and Prospect Road from Sheares Street to Bachelors Quay.
- Upgrade the junction of Sheares Street/ Prospect Row to cater for the revised traffic management plan for the area. The upgrade proposals to include the installation of CCTV and an additional pedestrian crossing on Sheare Street.
- Upgrade Wood Street approach to Dyke Parade/Sheares Street junction to improve pedestrian provision.
- Provide taxi rank at Grenville Place.
- Upgrade the junction of Courthouse Street/ Sheares Street to include the installation of CCTV
- Upgrade the junction of Adelaide Street/ Grattan Street to include the provision of improved pedestrian facilities.
- Upgrade the junction of Bachelors Quay/ Grattan Street to included revised vehicular priority and suitable pedestrian crossings.
- Improve the pedestrian provision at the junction of Blarney Street/ Shandon Street .
- Introduce one-way traffic systems on Moore Street, Coach Street, Thomas Street, Peter's Street

- Introduce one-way traffic on the southern end of Grattan Street between Peter's Street and Sheares Street
- Improve Pedestrian facilities along Grattan Street and Introduce Zebra Crossing at primary school
- Provide new inbound bus lane on Washington Street between Courthouse Street and Grand Parade
- Introduce a Bus priority Gate at the junction of Sheares Street with Courthouse Street
- Introduce a ban on northbound traffic to Grattan Street from Sheares Street and Liberty Street
- Extend the pay parking regime from 6.30pm to 8.30pm
- Reduce the allowable parking period for pay parking from 2 hours to 1 hour
- Upgrade Grattan St carpark facilities.
- Extending the hours of operation and allow longer term parking at North Main St car park. Provide signage to direct visitors to the carpark.

❖ **St Patrick's Street Area**

- Convert St Patrick Street to a Public Transport, Taxis, and Bicycles only street from 3.00pm – 6.30 pm.
- Provide public lighting and public realm improvements within the study area.
- Provide additional pedestrian crossing on St. Patrick's Street between Cook Street and Opera Lane.
- Convert Castle Street from westbound to eastbound traffic flow.
- Replace traffic island at South Mall/ Parliament Street Junction
- Upgrade the junction of Grand Parade/ St Patrick's Street to include the installation of CCTV.
- Upgrade the junction of St Patrick's Street/ Merchant's Quay to include installation of CCTV.
- Provide improved traffic management along Drawbridge Street and Perry Street to include enhanced pedestrian facilities.
- Upgrade the existing pedestrian crossing facilities on St Patrick's Street to include CCTV
- Provide Traffic Control signage at locations approaching St. Patrick's Street
- Retain existing disabled parking Spaces on Academy Street and provide additional spaces on Emmet Place.

Works will be carried out in a phased basis with the public realm improvements and civil and electrical works required to upgrade the junctions in the Grenville Place, Grattan Street, Sheares Street area undertaken first. The restriction to vehicular traffic on St. Patrick Street will only be introduced when all other works outlined above have taken place.

An implementation plan together with a communication strategy will form an integral part of the delivery of the project. There will be ongoing communications with various stakeholders in advance of works. During construction a temporary Traffic Management Plan will be agreed with An Garda Síochána in advance of any works to mitigate the impact on the local residents and businesses. A publicity campaign will also be undertaken to explain to the public the changes as they are implemented.

In accordance with the Habitats Directive, Appropriate Assessment Screening has been carried out on the project, in relation to any potential impacts upon the Cork Harbour Special Protection Area [Site No. 004030] and the Great Island Channel Special Area of Conservation [Site No. 001058]. In addition, the proposed development has been screened to determine whether an E.I.S. is required.

Key Performance Indicators

The following Key Performance Indicators (KPI's) were adopted for the City Centre Movement Strategy scheme to allow for the impacts of the scheme to be monitored before, during and after implementation:

- Operational Performance of City Centre Junctions
- Bus Journey Times
- Public Transport offer
- Traffic Volumes and Congestion
- Road Safety
- Impact on Parking
- Delivery & Loading Requirements
- Access to City Centre off street car parks
- Increased pedestrian facilities
- Pedestrian Footfall
- Cyclist Activity
- Increased Cycle Parking

Part 8 Planning

Plans and Particulars of the proposal will be available for inspection at:

- Reception Desk, Cork City Council, City Hall, Cork

On working days from Thursday the 12th of May 2016 to Friday the 24th of June 2016 from 9am to 4.30pm or on the City Council website. www.corkcity.ie

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to Edith Roberts, Senior Executive Engineer, Transportation Division, Roads and Transportation Directorate, City Hall, **Cork on or before 5.00 p.m. on Friday the 8th of July 2016**

All comments, including names and addresses of those making comments, submitted to Cork City Council in regard to this scheme, will form part of the statutorily required report to be presented at the monthly meeting of Cork City Council. Accordingly they will be included in the minutes of that meeting and may appear in the public domain.