



CORK

CITY CENTRE MOVEMENT STRATEGY

PHASE I & II



Cork
City Council
Comhairle Cathrach Chorcaí

Údarás
Náisiúnta Iompair
National Transport Authority







CORK CITY CENTRE MOVEMENT STRATEGY CONSULTATION PHASE I & II

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INTRODUCTION

Voted by Lonely Planet as one of the world's Top 10 Cities (2009), and home to the Great Street of Ireland and UK Award winner (2015), Oliver Plunkett Street, known throughout the land of Ireland for the best of fine food and drink, Cork is an incredible city with so much to offer those who live, work, play or visit the City Centre.

As a vibrant and dynamic city, we must continuously interpret the needs of the City Centre and innovate to create a City Centre that will meet the needs of its people into the future.

Cork's City Centre must be friendly and inviting, accessible, affordable and environmentally aware, among other

attributes. It must serve the needs of both shoppers, residents, visitors and tourists alike, and provide all manner of services to create an enjoyable city for all, and to continue to attract more and more people into the heart of Cork, it's City Centre.

Cork City Council continuously looks for ways to develop, enhance and improve the city. With continuing growth in car ownership and usage, the introduction of sustainable transport measures are essential to ensure effective movement of people and goods within City Centres.

In recent years, Cork Area Transit Study (CATS) identified the need for the City Centre Movement Strategy. The City

Centre Movement Strategy adopted in 2013 proposes a revised traffic management layout in the City Centre to make the city more attractive to all users.

This document was produced to outline the proposed plans for phase 1 & 2 of the City Centre Movement Strategy which are now out for public consultation & we welcome your engagement. From 12th May to 24th June 2016, plans are available to view from 9.00am to 4.30pm in the Civic offices, Cork City Hall or at www.corkcity.ie

Any submissions or observations in relation to this proposal may be submitted to Cork City Council before 5.00pm on Friday 8th July 2016. Contact details are on page 27.



WHY?

The objective of the City Centre Movement Strategy is to:

“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 improved choice in modes of transport will help to make the City Centre a more attractive place to visit, and to shop in and do business and work in.

The key principles of the City Centre Movement Strategy include:

- to ensure a more appropriate balance between the different transport modes serving the city, through the re-location of roadspace on the City Centre Streets;
- to improve the environment for public transport users, pedestrians and cyclists through the management of traffic within the central city Streets;

This will lead to the following benefits for the City Centre, residents and visitors:

1. improve on the efficiency of traffic signals to benefit all traffic and provide better pedestrian crossings opportunities.
2. improve on the choice of modes of transport for those who wish to access and travel within the City Centre.
3. improve on reliability and reduced journey times which will make public transport a more viable alternative to the private car for journeys to the City Centre, thereby reducing overall congestion.
4. improve on reliability and reduce journey times of bus services operating on the Street by restricting vehicular access to St Patrick’s Street.
5. allow better frequency of services at peak times as a result of overall increased capacity of the fleet.



HOW...

To achieve a cleaner and less congested City Centre, with greater pedestrianisation, safe cycle routes and an improved public transport infrastructure serving the City Centre the strategy will:

- 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
- Create 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.



RESULTS

The changes proposed in the City Centre Movement Strategy will deliver positive results for Cork City Centre. To monitor and measure the impact of the strategy before, during and after implementation, the following Key Performance Indicators have been identified and adopted:

**OPERATION OF
CITY CENTRE JUNCTIONS**

BUS JOURNEY TIMES

PUBLIC TRANSPORT OFFER

TRAFFIC VOLUMES

**DELIVERY & LOADING
REQUIREMENTS**

ROAD SAFETY

**ACCESS TO CITY CENTRE OFF
STREET CAR PARKS**

IMPACT ON PARKING

PEDESTRIAN FOOTFALL

**INCREASED PEDESTRIAN
FACILITIES**

CYCLIST ACTIVITY

INCREASED CYCLE PARKING



WHAT...

...will happen to achieve this? The City Centre Movement Strategy sets out the proposed implementation phasing to achieve the objectives as follows:

Phase 1 St Patrick's Street restriction to facilitate buses and taxis at certain times;

Phase 2 Washington Street/Grenville Place/Bachelors 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;

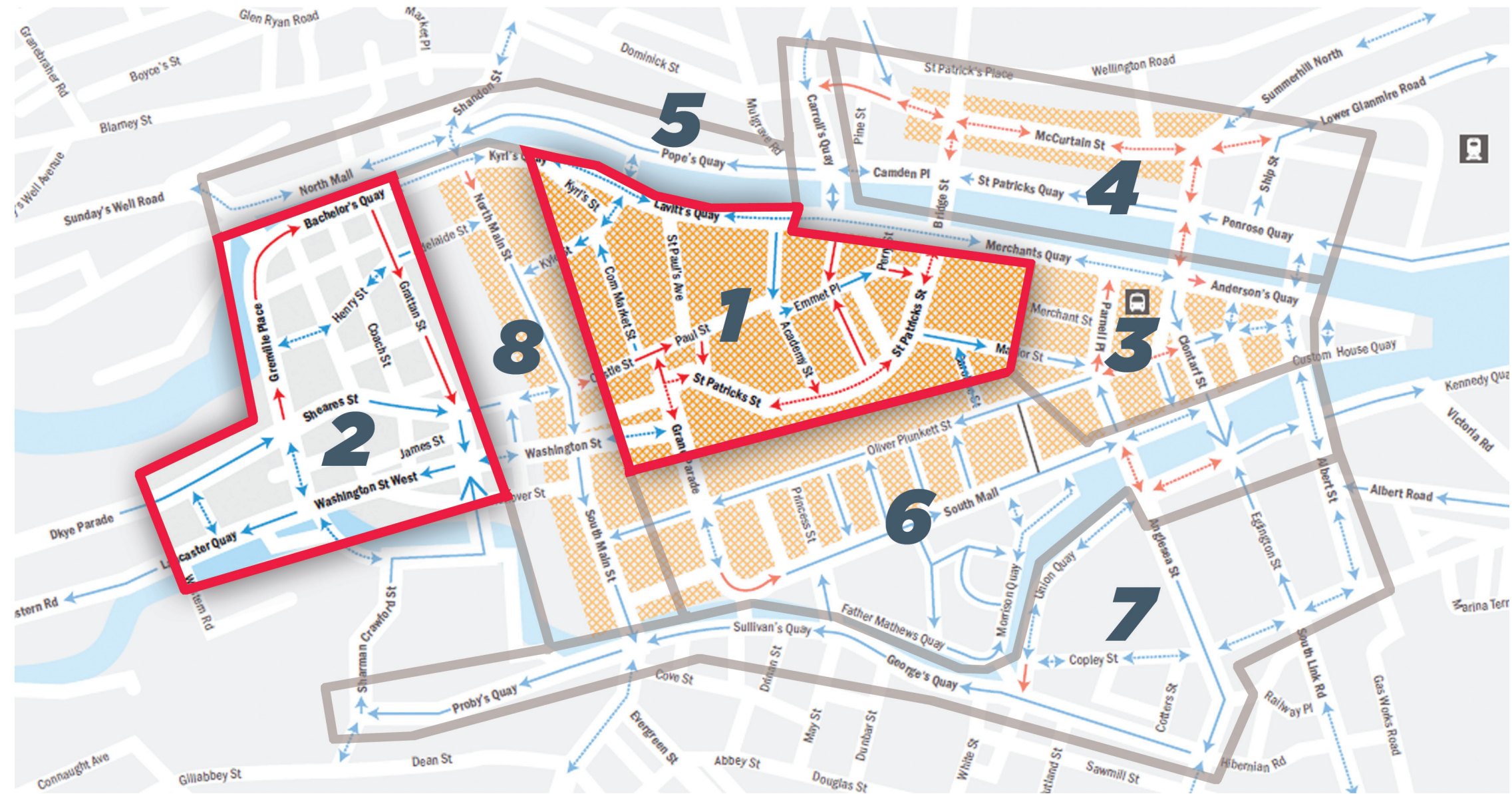
Phase 7 Georges Quay/Sullivan's Quay/Proby's Quay Area;

Phase 8 North Main Street/South Main Street Area.

It is envisaged that the proposed traffic management works identified in the City Centre Movement Strategy would be implemented in a phased basis.

PHASING PLAN

The phasing plan for the implementation of the City Centre Movement Strategy is outlined below. Some elements of the Strategy have already gone through public consultation and have been implemented for example Parnell Place Renewal scheme.



CORK

CITY CENTRE MOVEMENT STRATEGY

PHASE I & II

WALKING
& CYCLING



34.8% of people living in the City, walk to school or work.

A recent Retail Study in Dublin found the spend of consumers who walked or cycled into the City, was greater than those consumers who drove and parked cars.



TRAFFIC



66% of City Centre traffic is through traffic. 130,000 vehicles enter the City Centre each day. 87,000 have destinations outside the City Centre

PARKING



Parking spaces in Cork City **= NO CHANGE**

BUS



564 Bus Éireann has 564 bus movements through St. Patrick's Street each weekday
= 239,500 bus seats per week on St. Patrick's Street

CYCLISTS



264,000 trips undertaken on 330 Coke Zero bikes in 2015

66,000



2011 Census

66,000 People live & work in the City.

61,000 Commute into the City each day.

8%

Annual Bus
passenger numbers
grew in 2015 by 8%



MAJOR SERVICE IMPROVEMENTS TO CORK CITY BUS NETWORK DEVELOPED IN CONJUNCTION WITH THE NTA INCLUDE :

11.8

million
passengers travelled on
Cork City Services in 2015



771

Over the last two years there have
been 771 extra trips per week,
and additional 350 trips per week
planned for 2016.

6.5

million
passengers are on routes operating
in St. Patrick's Street in 2015



50

50 New Drivers employed over the
past 2 years with 25 more to be
employed in 2016.

11%

Jan / Feb / March 2016 shows 11% increase
in passenger numbers on routes operating
in St. Patrick's Street over same period in 2015.



99,500

Average footfall on
St. Patrick's Street per week




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National **Transport** Authority

CORK

CITY CENTRE MOVEMENT STRATEGY

PHASE I & II



Drawbridge Street



TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

The proposed traffic management strategy for the City Centre is being implemented to ensure those living, working or doing business in the City Centre can do so in a timely uncongested manner.

Phase 1 and 2 propose that access to St Patrick's Street is to be restricted to buses, taxi's and cyclists only between 3.00pm and 6.30pm to improve the reliability of the public transport system in the evening peak, while maintaining access to the City Centre in the morning peak to facilitate deliveries to businesses and school dropoff.

All traffic signals at the junctions will be upgraded to maximise efficiency of the traffic network and to provide adequate pedestrian crossings times and locations. Additional pedestrian crossings facilities will be provided at key locations.

Public realm improvements will take place to include footpath upgrades, public lighting upgrades and provision of planting and outdoor seating in appropriate locations.

There will be no reduction in on street parking provision as a result of the proposals. Additional disabled parking spaces will be provided in the vicinity of the Mercy university Hospital and at Emmet Place in the City Centre. Improved parking arrangements will be put in place for the ambulances attending at Mercy University Hospital. Proposed revisions to on street parking in the vicinity of the hospital include the reduction of limit from 2 hour to 1 hour and the extension of the pay parking operational hours each day to 8.30pm. Grattan Street carpark shall be upgraded and the North Main Street carpark opening hours extended.

Local traffic calming measures will be introduced in the residential areas around Grattan Street and Sheares Street and in the Drawbridge Street area. The process for introducing a reduction in the speed limit to 30kph will be undertaken in conjunction with the proposed works.

Works will be carried out in a phased basis, upgrades to junctions and public realm works and traffic changes will be undertaken in the Grenville Place, Grattan Street, Sheares Street area first. The introduction of the restricted access to St. Patrick's Street will only be introduced when all other changes and improvements have been made.

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.

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 community. Additional signage and road markings will be provided.

A publicity campaign will also be undertaken to explain to the public the changes as they are implemented.

Details of the specific proposals are outlined in the following pages.

CORK

CITY CENTRE MOVEMENT STRATEGY

PHASE I & II

St. Patrick's Street



TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

St Patrick's Street Area

- Between 3.00pm – 6.30pm. St Patrick Street will be available to buses, taxis, cyclists and emergency vehicles only
- An additional pedestrian crossing will be provided on St. Patrick's Street between Cook Street and Opera Lane
- Improved traffic management will be introduced along Drawbridge Street and Perry Street with enhanced pedestrian facilities
- Conversion of Castle Street from westbound to eastbound traffic flow
- The traffic island at South Mall/ Parliament Street junction will be upgraded
- Existing disabled parking spaces will be retained on Academy Street and additional disabled spaces will be provided on Emmet Place.

Sheares Street



TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

Grattan Street/Sheares Street Area

- Pedestrian facilities will be improved along Grattan Street and a Zebra Crossing will be installed at the primary school
- The junction of Sheares Street/Prospect Row will be upgraded and an additional pedestrian crossing will be provided on the eastern arm
- The pay parking regime will be extended from 6.30pm to 8.30pm
- The allowable parking period for pay parking will be reduced from 2 hours to 1 hour
- Grattan Street car park facilities will be upgraded
- The hours of operation North Main Street car park will be extended and signage to direct visitors to the car park will be installed
- A new inbound bus lane will be provided on Washington Street between Courthouse Street and Grand Parade
- A Bus Priority Gate will be introduced at the junction of Sheares Street with Courthouse Street
- A ban on northbound traffic to Grattan Street from Sheares Street and Liberty Street will be introduced.

Grenville Place



TRAFFIC MANAGEMENT AND PUBLIC REALM PROPOSALS

Prospect Row/Grenville Place/Bachelor's Quay

- Convert Grenville Place from two-way operation to one-way northbound from Sheares Street to Bachelors Quay
- Improved parking facilities for ambulances will be provided at Mercy University Hospital on Grenville place
- Additional parking/ set down/ disabled parking bays will be provided along Grenville Place and Prospect Row
- A taxi rank will be provided on Grenville Place
- New footpaths, cycle lanes and parking bays will be provided along Bachelors Quay between North Gate Bridge and Grattan Street
- New footpath will be provided along Grenville Place and Prospect Road from Sheares Street to Bachelors Quay
- Wood Street approach to Dyke Parade/Sheares Street junction will be upgraded to improve pedestrian provision
- Pedestrian crossing will be provided at the junction of Blarney Street/Shandon Street.

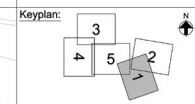
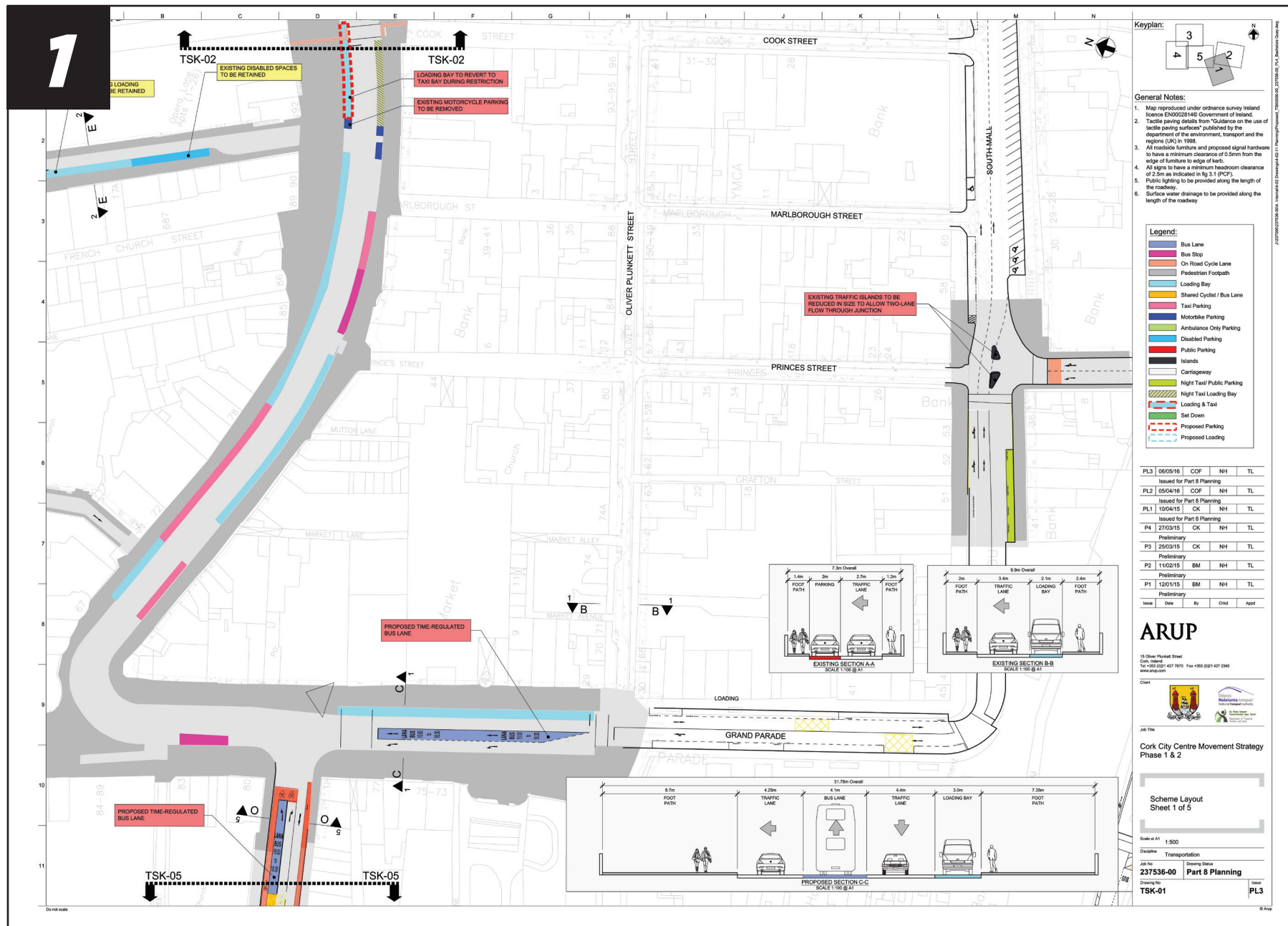
PART 8 DRAWING PROPOSALS



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CORK CITY CENTRE MOVEMENT STRATEGY CONSULTATION PHASE I & II SHEET 1



- General Notes:**
- Map reproduced under ordinance survey Ireland Licence EN00028140 Government of Ireland.
 - Tactile paving details from "Guidance on the use of tactile paving surfaces" published by the department of the environment, transport and the regions (UK) in 1998.
 - All roadside furniture and proposed signal hardware to have a minimum clearance of 0.5m from the edge of furniture to edge of kerb.
 - All signs to have a minimum headroom clearance of 2.5m as indicated in fig 3.1 (PCF).
 - Public lighting to be provided along the length of the roadway.
 - Surface water drainage to be provided along the length of the roadway.



PL3	08/05/16	COF	NH	TL
PL2	05/04/16	COF	NH	TL
PL1	10/04/15	CK	NH	TL
P4	27/03/15	CK	NH	TL
P3	25/03/15	CK	NH	TL
P2	11/02/15	BM	NH	TL
P1	12/01/15	BM	NH	TL
Issue	Date	By	Chd	Appd

ARUP

15 Oliver Plunkett Street
Cork, Ireland
Tel +353 (0)21 427 7870 Fax +353 (0)21 427 2345
www.arup.com



Cork City Centre Movement Strategy
Phase 1 & 2

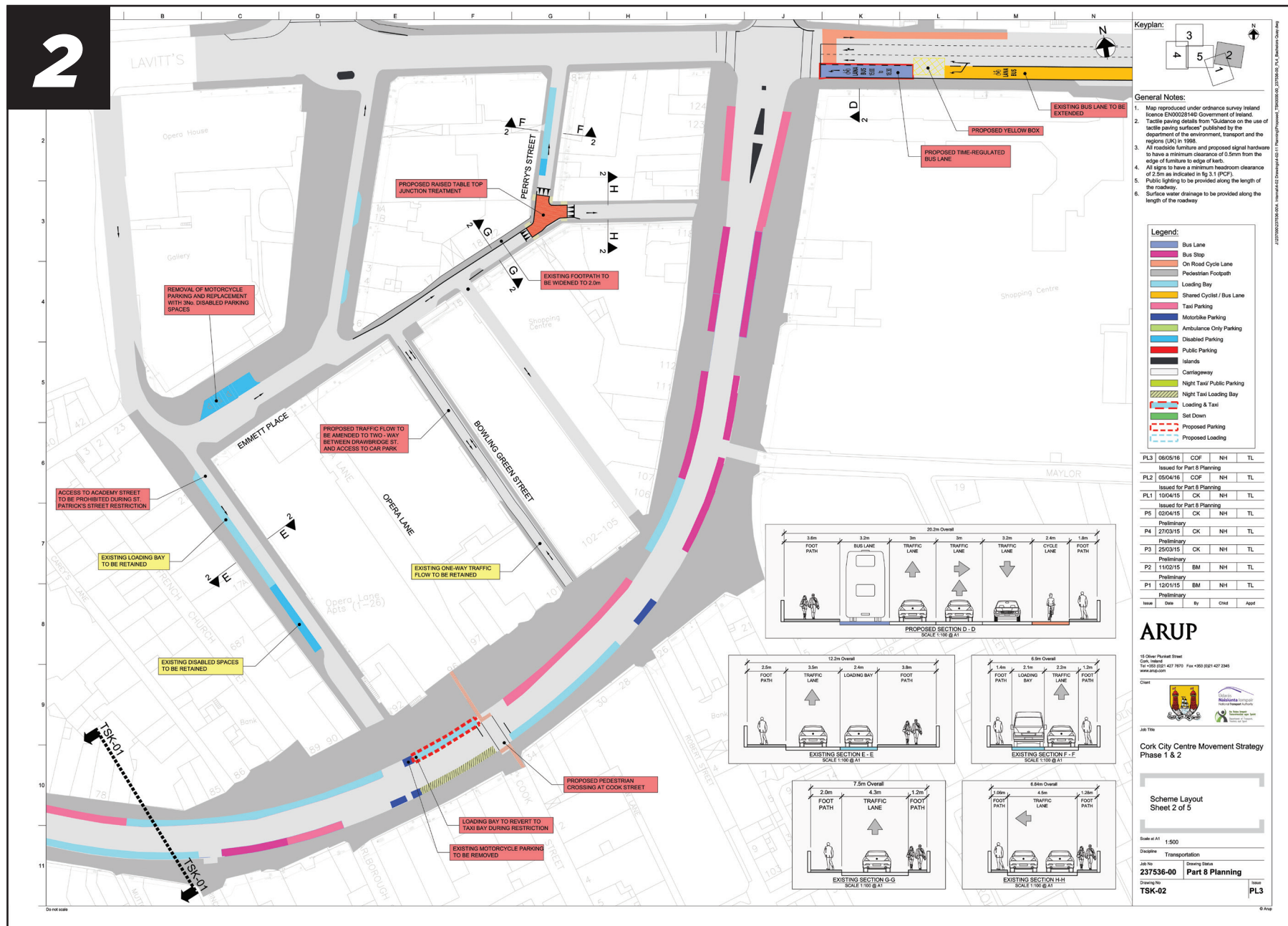
Scheme Layout
Sheet 1 of 5

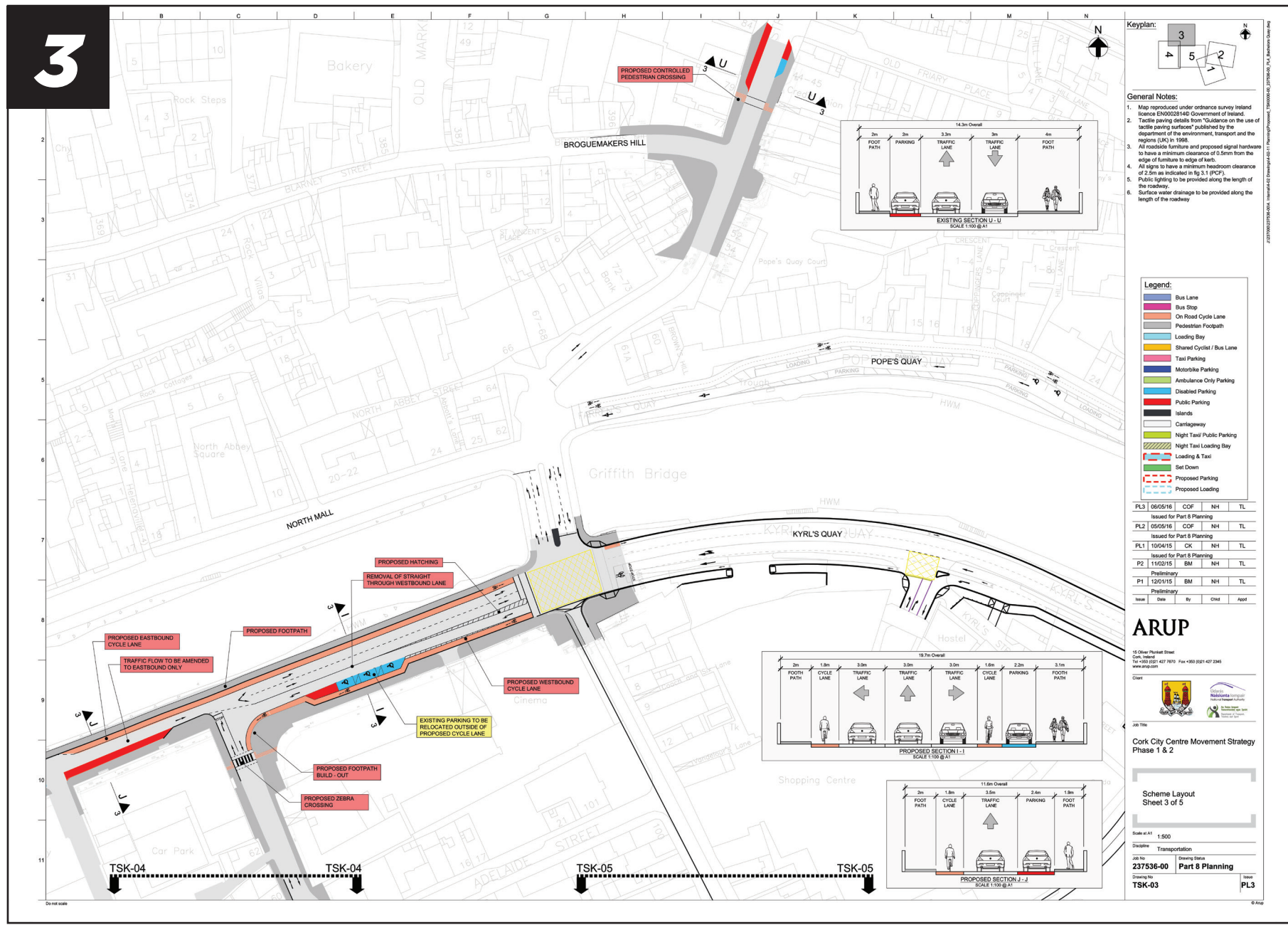
Scale at A1 1:500
Discipline Transportation
Job No 237536-00 Part 8 Planning
Drawing Status TSK-01

PL3

CORK CITY CENTRE MOVEMENT STRATEGY CONSULTATION PHASE I & II

SHEET 2





Keyplan:

General Notes:

- Map reproduced under Ordnance Survey Ireland Licence E00020140 Government of Ireland.
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Legend:

- Bus Lane
- Bus Stop
- On Road Cycle Lane
- Pedestrian Footpath
- Loading Bay
- Shared Cyclist / Bus Lane
- Taxi Parking
- Motorbike Parking
- Ambulance Only Parking
- Disabled Only Parking
- Public Parking
- Islands
- Carriageway
- Night Taxi Public Parking
- Night Taxi Loading Bay
- Loading & Taxi
- Set Down
- Proposed Parking
- Proposed Loading

PL3	06/05/16	COF	NH	TL
PL2	05/05/16	COF	NH	TL
PL1	10/04/15	OK	NH	TL
P2	11/02/15	BM	NH	TL
P1	12/01/15	BM	NH	TL

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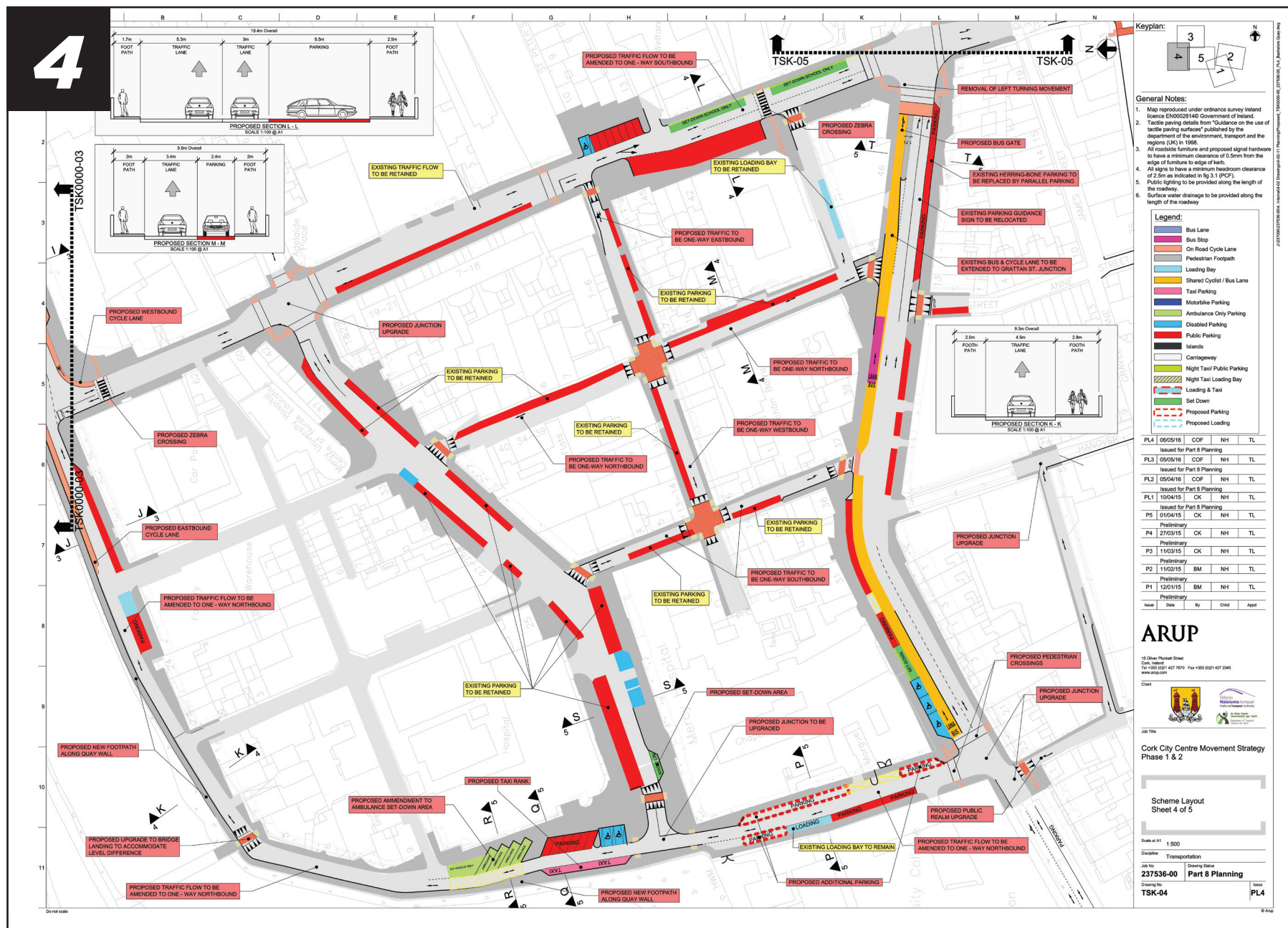
**Cork City Centre Movement Strategy
Phase 1 & 2**

**Scheme Layout
Sheet 3 of 5**

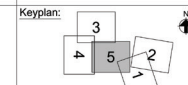
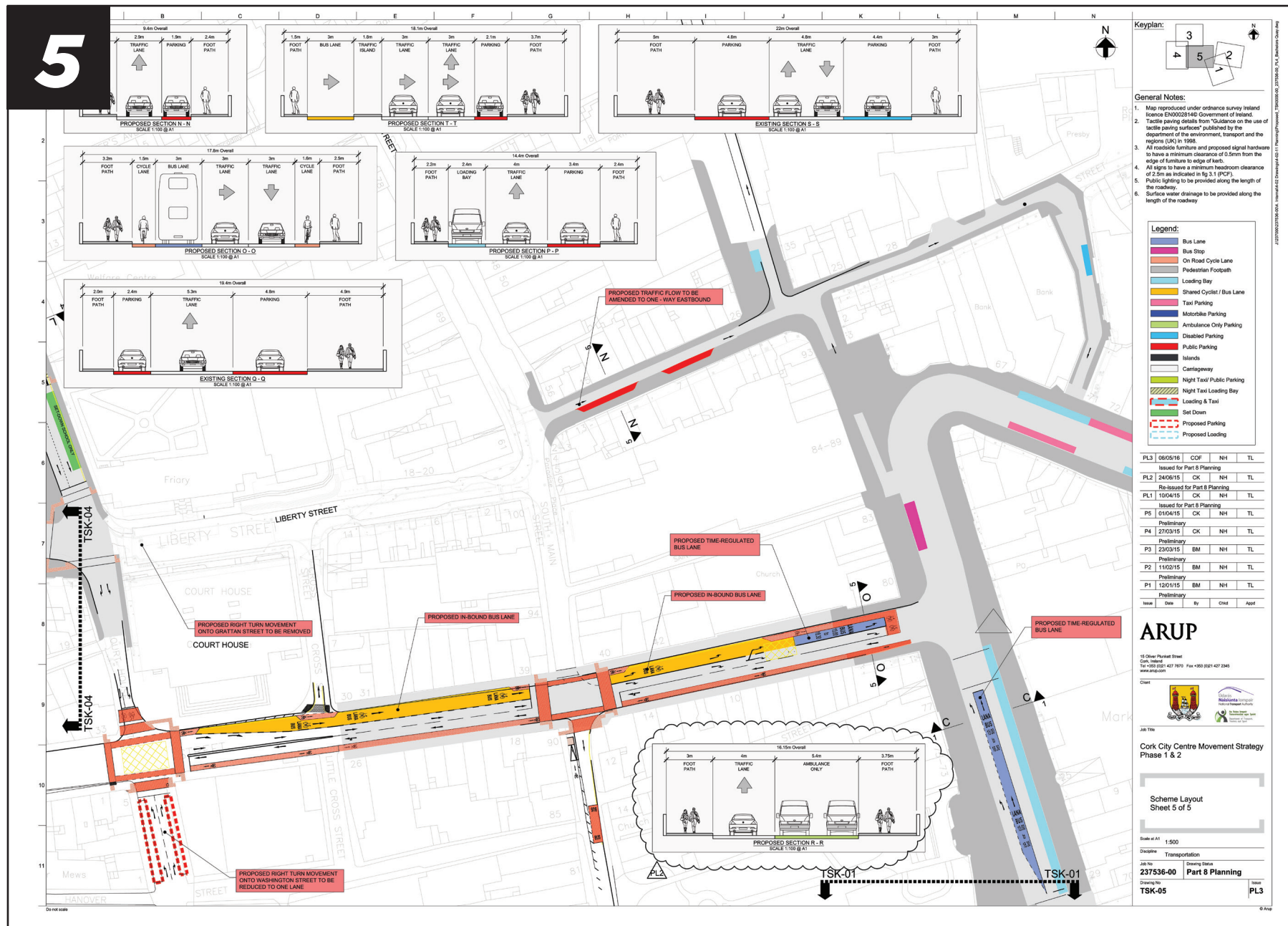
Scale of A1: 1:500
Discipline: Transportation
Job No: 237536-00 Part 8 Planning
Drawing Status: TSK-03

CORK CITY CENTRE MOVEMENT STRATEGY CONSULTATION PHASE I & II

SHEET 4



CORK CITY CENTRE MOVEMENT STRATEGY CONSULTATION PHASE I & II SHEET 5



- General Notes:**
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PL3	06/06/16	COF	NH	TL
Issued for Part 8 Planning				
PL2	24/06/15	CK	NH	TL
Re-issued for Part 8 Planning				
PL1	10/04/15	CK	NH	TL
Issued for Part 8 Planning				
P5	01/04/15	CK	NH	TL
Preliminary				
P4	27/03/15	CK	NH	TL
Preliminary				
P3	23/03/15	BM	NH	TL
Preliminary				
P2	11/02/15	BM	NH	TL
Preliminary				
P1	12/01/15	BM	NH	TL
Preliminary				
Issue	Date	By	Chkd	Appd

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Cork City Centre Movement Strategy
Phase 1 & 2

Scheme Layout
Sheet 5 of 5

Scale at A1: 1:500
Discipline: Transportation
Job No: 237536-00
Drawing Status: Part 8 Planning
Drawing No: TSK-05

PL3



The proposed plans for Phases I and II of the Cork City Centre Movement Strategy are available for public consultation from 12th May until 24th June 2016.

We welcome your consideration and engagement in relation to the proposed plans. 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 & Transportation Directorate, City Hall, Cork on or before **5:00pm on Friday, 8th July 2016**.

**For further information, contact Edith Roberts,
Tel: 021 4924655.**

*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.





PHASE I & II



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