



**Progressive Commercial Construction Limited**

# The Railyard Apartments

## Transport Statement

Reference:

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Job number

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# 1. Introduction

Arup has been appointed by Progressive Commercial Construction Ltd to prepare a Traffic Statement for The Railyard Apartments Development at a site bounded by Albert Quay East, Albert Street (N27), Albert Road and the Navigation Square development in Cork City Centre. Progressive Commercial Construction Limited intends to enter into a project agreement with Cork City Council, to deliver The Railyard Apartments scheme, pursuant to the requirements of Part 8 of the Planning & Development Regulations 2001.

The Railyard Apartments proposed development comprises of the construction of 217 no. apartments comprising 25 no. studio units; 92 no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units apartments in a building that ranges in height from 8 to 11 to 24 storeys over ground floor at the former Carey Tool Hire site, currently principally occupied by Park Facilities Management Ltd, Albert Quay, Cork City.

The development site, measuring approximately 0.2744 hectares, is bounded by Albert Quay East to the north, Albert Street to the west, the former Blackrock and Passage Railway Terminus – Ticket Office, a Protected Structure, Ref. No. PS 1138, and which is also a Recorded Monument, CO074-119002, the two-storey former Cork, Blackrock and Passage Railway Offices, Protected Structure, Ref. No. PS 1137, and the Albert Road Post Box, which is also a Protected Structure Ref. No. PS942 and Albert Road to the south, and Navigation Square to the east. The site is accessed by Albert Quay East and Albert Street.

The proposed works include:

- The construction of 217no. apartments [25no. studio units; 92no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units] in a building that ranges in height from 8 to 11 to 24 storeys over ground floor.
- The provision of external balconies on the east, west and south elevations to the 12th floor on the east and west elevation, and to the 9th floor on the southern elevation.
- The provision of an external public realm area at ground level, an eastern laneway for servicing of the proposed development, in addition to its use as a pedestrian link.
- The provision of internal communal space areas at ground floor, 1st floor, and 2nd floor, and 2no. external rooftop terraces on the 9th floor and the 12th floor.
- The provision of a ground floor community/arts use, with external seating area and a ground floor creche with external covered play area.
- The provision of ground level plant, ancillary uses, and bin store.
- Bicycle spaces at lower ground floor and ground floor level; and additional visitor bicycle spaces, and a set down delivery area at ground floor level on Albert Street.
- All site development, public realm and landscaping works.
- The proposed development also involves the demolition of the existing two-storey Carey Tool Hire building, currently principally occupied by Park Facilities Management Ltd.

The purpose of the report is to review current and planned surroundings from a traffic and transport point of view. An outline mobility management plan is provided and the site layout is reviewed in terms of its compliance with the Design Manual for Urban Roads and Streets (DMURS).

## 2. Assessment Methodology

This Transport Statement has been carried out to accompany the planning application for a proposed development in Albert Quay, Cork City. A brief description of the methodology behind this Transport Statement is presented below:

- **Section 3** of this report reviews the '*Existing Receiving Environment*'. It describes the location of the proposed development in its context with Albert Quay East and Cork City Centre and gives a detailed description of the surrounding road network, in respect of the proposed development. It also sets out the existing traffic patterns on the surrounding road network.
- **Section 4** outlines the '*Proposed Development*'. This section outlines the transportation features and characteristics of the Proposed Development.
- **Section 5** sets out the '*Impact on Local Road Network*'. It describes the potential Impact of the Proposed Development on the surrounding road network.
- **Section 6** sets out the '*Outline Mobility Management Plan*'. It describes the objectives of the Mobility Management Plan and sets out a suitable action plan. It also sets out a strategy for Monitoring and Review.
- **Section 7** outlines the '*DMURs Compliance Statement*'. It describes the scheme compliance in relation to the Design Manual for Urban Roads and Streets.

### 3. Existing Receiving Environment

#### 3.1 Site Location

The proposed development site is located at Albert Quay East in Cork City Centre. The site is located adjacent to the River Lee in Cork City Centre, and is bounded by Albert Quay East to the north, by commercial office units to the east (the Navigation Square development), by Albert Road to the south and by Albert Street (N27) to the west.

Figure 1 below shows the site location in the context of Cork City, while a map showing the location of the proposed development in the context of the local road network is presented in Figure 2 below.

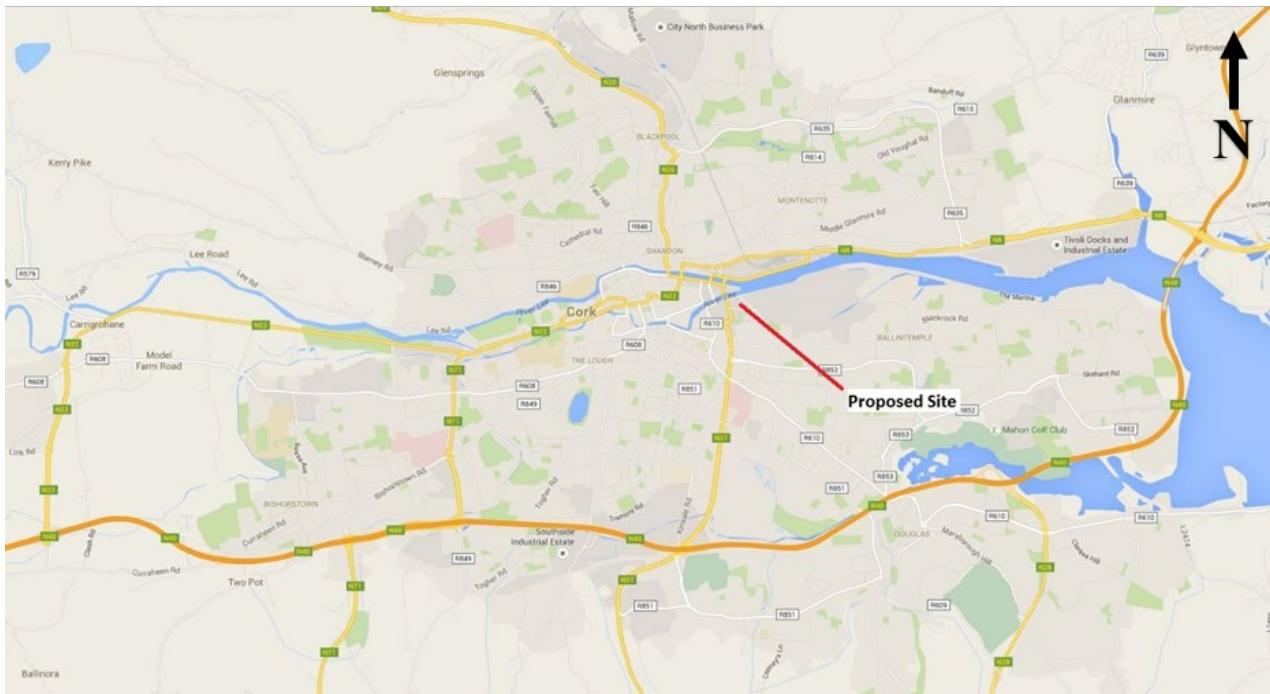
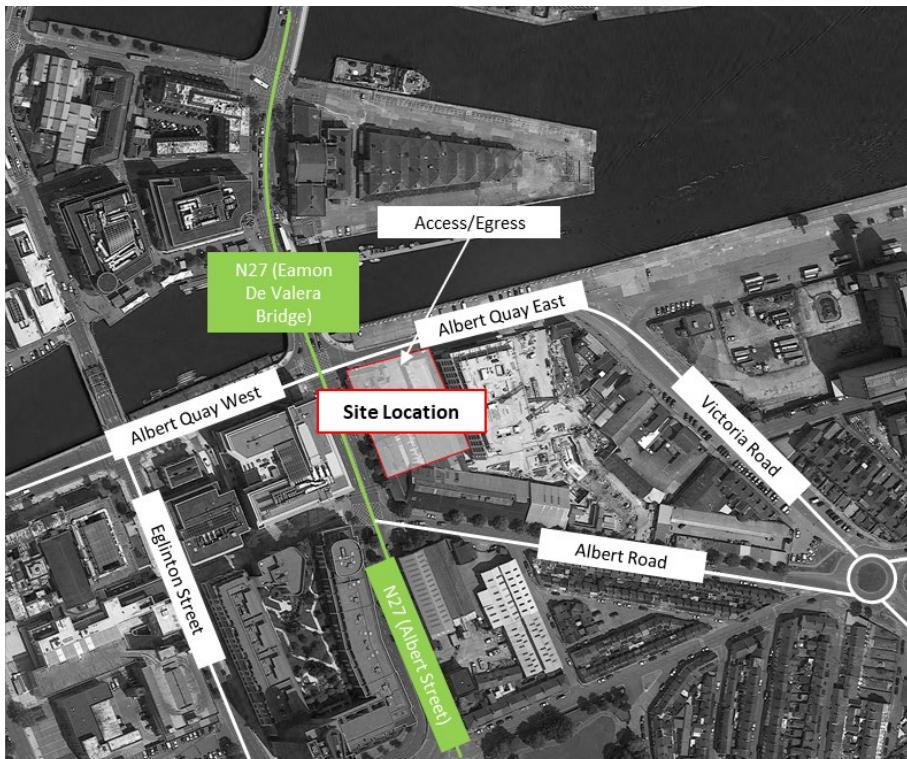


Figure 1: Site Location within Cork City | Not to Scale

#### 3.2 Local Road Network

The road network surrounding the proposed development is primarily a one-way system, with three of the four surrounding roads, (with the exception of the N27 (Albert Street)) currently restricted to one-way traffic. A brief description of the local road network in the vicinity of the proposed development site is provided below. The layout of the local road network is presented in Figure 2 below.



**Figure 2: Site Location for Proposed Development – Local Context | Not to Scale**

### 3.2.1 Albert Quay East

Albert Quay East is a two-lane, one-way street which runs parallel to the River Lee and which will facilitate the only vehicular access/egress point to the proposed development, which will be utilised as a servicing and delivery access as well as access to the bike storage area. Albert Quay East commences at the junction of Albert Quay, Albert Street and Éamon De Valera Bridge and continues eastbound to its junction with Kennedy Quay and Victoria Road. At this location, Albert Quay East continues onto Victoria Road, with Kennedy Quay (access to Cork Docks) forming the minor arm of a T-junction.

There is a 3m-wide footway provided on the southern side of the road (adjacent to the site), recently widened as part of the Navigation Square development. There is an eastbound cycle lane on the north of the route and a westbound cycle lane on the south of the route both of which are segregated from the carriageway by pencil bollards. On the northern side of the carriageway there is a third-party working wharf with a wide concrete loading area. This area is restricted to harbour vehicles only and a barrier is in place between the carriageway and loading area.

Vehicles accessing Albert Quay East must do so either via Éamon De Valera Bridge or via Albert Quay West, as there is currently no right turn permitted from Albert Street onto Albert Quay East. A controlled pedestrian crossing facility is located at the Albert Quay East/N27/Éamon De Valera Bridge junction which crosses Albert Quay East.

A number of commercial developments front onto Albert Quay East, including the site of the proposed development.

### 3.2.2 Victoria Road

Victoria Road is a wide, two-lane, one-way road, which runs in a south-easterly direction from Albert Quay East to the Victoria Road Roundabout (Victoria Road/Centre Park Road/Albert Road junction). There is on-street parking permitted on both sides of the carriageway. There are footways present on both sides of the carriageway, along with cycle lanes on both sides. A zebra crossing is located at the south-eastern end of the road, in advance of the Victoria Road Roundabout. A Bus Éireann bus stop is located along the north-eastern side of the road at which the 202/202A city services stop on the outbound route.

A priority T-junction between Victoria Road and Marina Walk lies between Albert Quay East and the Victoria Road Roundabout, in which Marina Walk is the minor arm. A number of residential and commercial units front onto Victoria Road.

### 3.2.3 Albert Road

Albert Road is a two-lane, one-way road that runs in a westbound direction from the Victoria Road Roundabout to the N27 (Albert Street). This road widens locally to 4 no. lanes at its signalised junction with the N27. There is on-street, parallel parking on the southern side of the road. Footways are located on both sides of the carriageway. The southern side of the road is fronted by terraced housing while the northern side of the road is fronted by industrial units with associated access points. Navigation Square also has access to its basement parking via Albert Road. Hibernian Buildings connects to Albert Road from the south at a priority T-junction towards the western end of the road. There is currently a zebra crossing at the eastern end of Albert Road, in close proximity to the Victoria Road Roundabout, and a signalised crossing at the junction with Albert Street (N27).

### 3.2.4 Albert Street (N27)

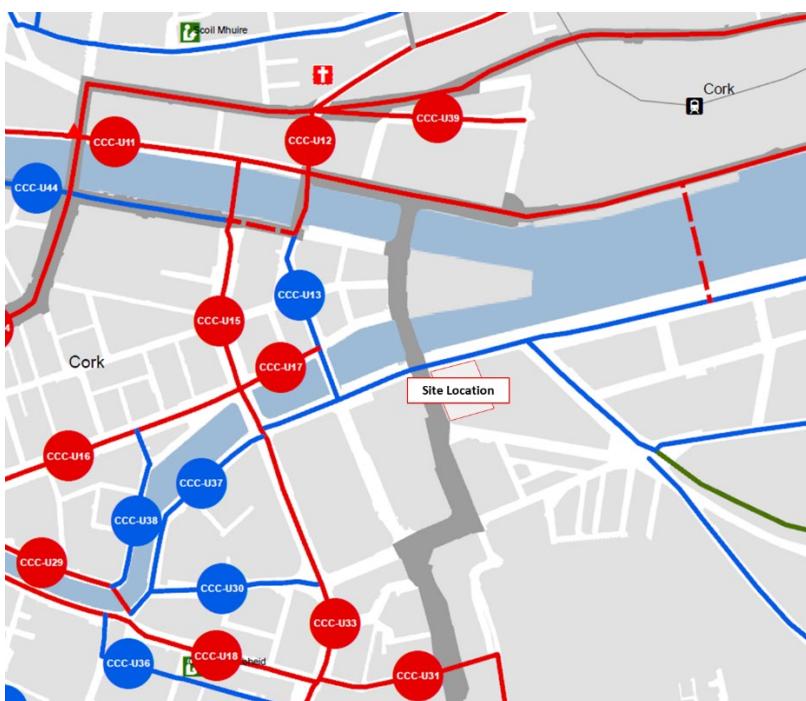
Albert Street lies on the N27, which is a national road connecting the Southern Ring Road (N40) to Cork City Centre. Albert Street has two lanes in each direction. On the southern side of its junction with Albert Road there is a central median with landscaping, and on the northern side of this junction, the northbound and southbound lanes are segregated by hatched road markings and a line of pencil bollards.

Albert Street's junctions with Albert Road and with Albert Quay are traffic signal-controlled junctions with some pedestrian crossing facilities. Footpaths are present along both sides of Albert Street.

### 3.3 Pedestrians and Cyclists

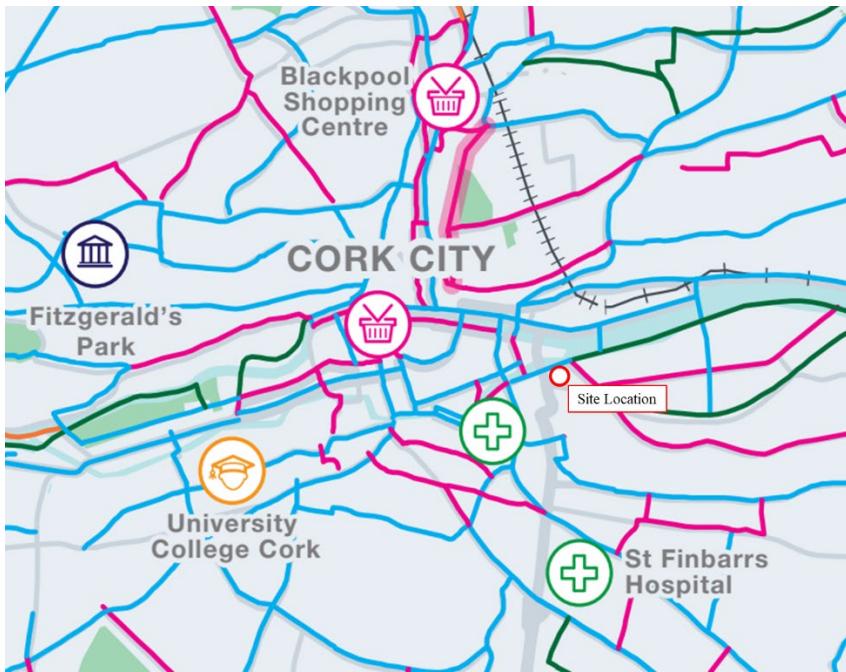
The pedestrian and cycling environment in the area has improved significantly in recent years. Footpaths are provided on both sides of most streets in the vicinity of the proposed development. Cyclist-priority infrastructure is also provided on some of the surrounding streets, in particular on Albert Quay West.

Under the Cork Metropolitan Area Cycle Network Plan (2017), a network of cycling facilities has been identified and are due to be implemented. Figure 3 shows the proposed cycle network for Cork City Centre and the site's environs.



**Figure 3: Cycle Network Planning Map around proposed site location**

This was further developed as part of the proposed Cork Metropolitan Area Transport Strategy 2040 (CMATS). Figure 4 below shows the proposed cycle network under the CMATS proposals, which includes similar primary and secondary routes near the site, with additional green routes through the Docklands and additional links in the vicinity of Kent Station to reflect new road layouts and developments under construction in that area.



**Figure 4: Proposed Cycle Network Map under CMATS 2040**

Cork City is also served by the TFI Bikes bike share scheme which covers a large portion of the city centre and extends from Munster Technological University Cork in the west to Kent station in the east. The nearest public bike share scheme docking station to the site is on Clontarf Street, outside the Clarion Hotel, approximately 250m walking distance from the proposed pedestrian entrance on Albert Quay East.

There are additional bike stations located on Anglesea Street (approximately 300m walking distance), on Lapp's Quay (approximately 320m walking distance), and on Penrose Quay (Brian Boru Bridge – approximately 375m walk from the site).

### 3.4 Public Transport

Due to the proposed development's city centre location, it is within a short distance of many public transport services including city bus services, regional and commuter bus services, commuter rail services, park and ride services and the public bike share scheme.

#### 3.4.1 City Bus Network

Cork City is served by 32 bus services, with the principal stops being at St. Patrick's Street, Merchant's Quay/Parnell Place Bus Station, and South Mall, while several routes also serve the City Hall bus stop. The stop at Parnell Place is approximately 180m to the west of the site. A significant number of Bus Éireann Regional and Commuter services also terminate or stop at Parnell Place bus station.

The 202 service passes the site in the outbound direction, with a bus stop nearby at the northern end of Victoria Road, approximately 190m walking distance from the proposed development. Currently, the 202 service travels inbound via Eglinton Street, with a bus stop approximately 160m from the proposed development.

St. Patrick's Street which incorporates bus stops for services 203, 205, 207, 208, 209, 213, 214 and 215 is approximately a 675m walk from the proposed development.

Merchants Quay/Parnell Place station, which incorporate bus stops for services 202, 205, 207, 212, 213 and 214 is approximately a 600m walk away from the proposed development.

South Mall, which incorporates bus stops for services 203, 206, 207, 209, 213, 215, 216, 220 and 223 is approximately a 400m walk from the proposed development. Many of these services are also served by a southbound bus stop on Anglesea Street, which is within a 300m walk from the proposed development.

### 3.4.2 Regional / Commuter Bus Services

Bus Éireann Regional and Commuter services terminate or stop at Parnell Place station in the city centre. Parnell Place bus station is approximately 600m walk from the proposed development. Commuter services from large parts of County Cork terminate in Cork City centre including services 221, 226, 233, 235, 236, 237, 239, 240, 241, 243, 245, 248, 252, 260 and 261.

### 3.4.3 Park and Ride

The Cork City Black Ash Park and Ride service operates as the 213 city service at 10-minute frequencies at peak times, and at 15-minute frequencies off-peak. The service operates from 07:00-20:30, Monday to Saturday.

The nearest inbound service stop to the proposed development site is on Eglinton Street, approximately 160m from the site, and the nearest outbound service stop is on Anglesea Street, approximately 300m from the site.

### 3.4.4 Commuter Rail Services

The proposed development is approximately 650m walk from Kent Station. Kent Station is the main train station serving Cork City. Services to and from Cobh, Mallow, Midleton, Tralee, Limerick and Dublin arrive and depart from Kent Station.

The commuter services to and from Cobh and Midleton run every 30 mins during the AM and PM peak periods i.e. 07:00-09:00 and 16:00-19:00.

There are six services from Mallow which arrive in Kent Station during the AM peak period and six services which depart from Cork to Mallow during the PM peak period.



**Figure 5: Public Transport Map around proposed site location**

### 3.4.5 Future Public Transport

The new design for the Cork Metropolitan Bus Network, launched in June 2022 as part of the BusConnects Cork Project, is intended to transform the public transport network across the Cork Metropolitan Area, involving the creation of new bus routes and improved bus frequencies to meet the anticipated growth and future demand in the region. The new bus network will be implemented starting in 2023 and 2024.

The new network design map indicates that a service (Route 4) is planned to run along Albert Quay, to the north of the site. Route 4 will connect Lehenaghmore and Mahon Point, having a midday frequency of 15 minutes on weekdays. Another service (Route 11) will also run along Albert Quay, to the north of the site. Route 11 will connect Mahon Point and Farranree, with a frequency of 30 minutes.

These improvements will further increase accessibility of the site by public transport. Figure 6 presents the proposed new city bus network in the vicinity of the site.

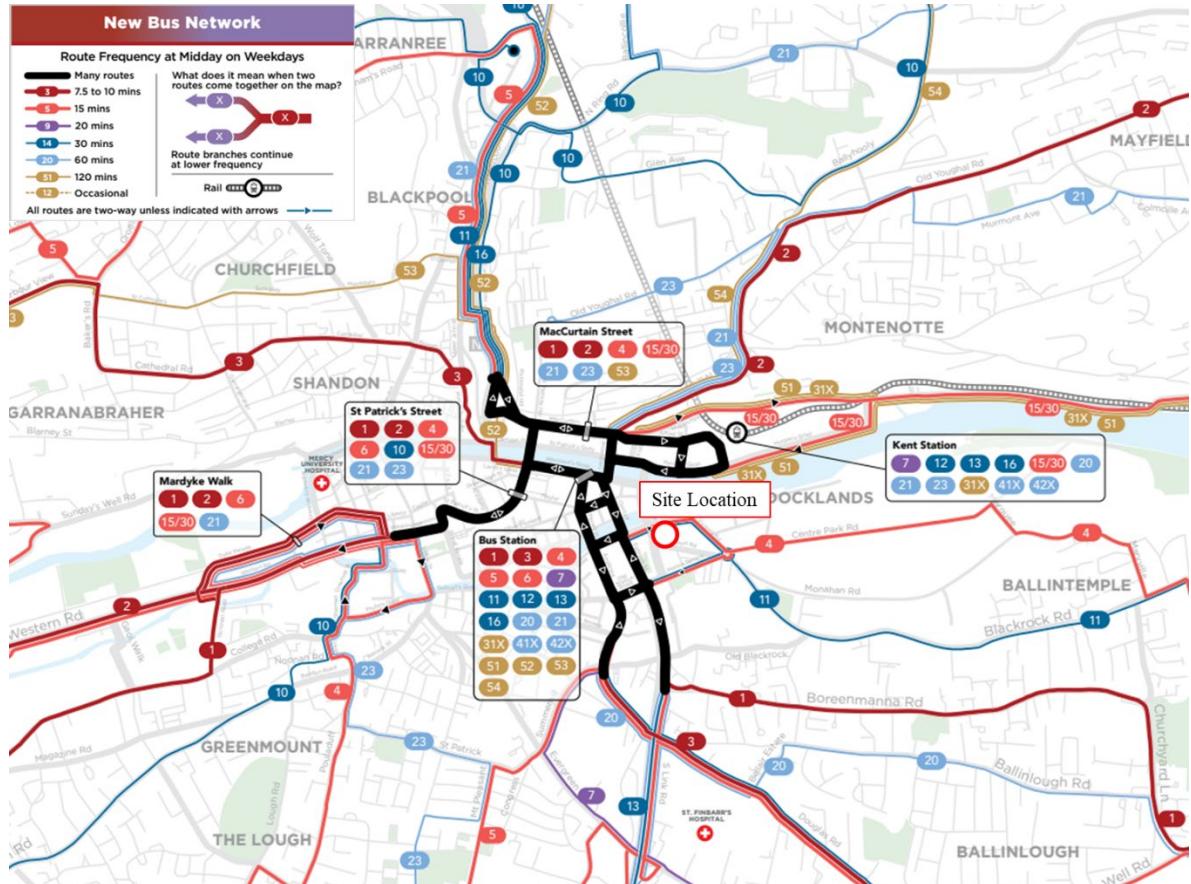


Figure 6: Bus Connects Cork Route Network Map

## 4. Characteristics of the Proposed Development

### 4.1 Proposed Development

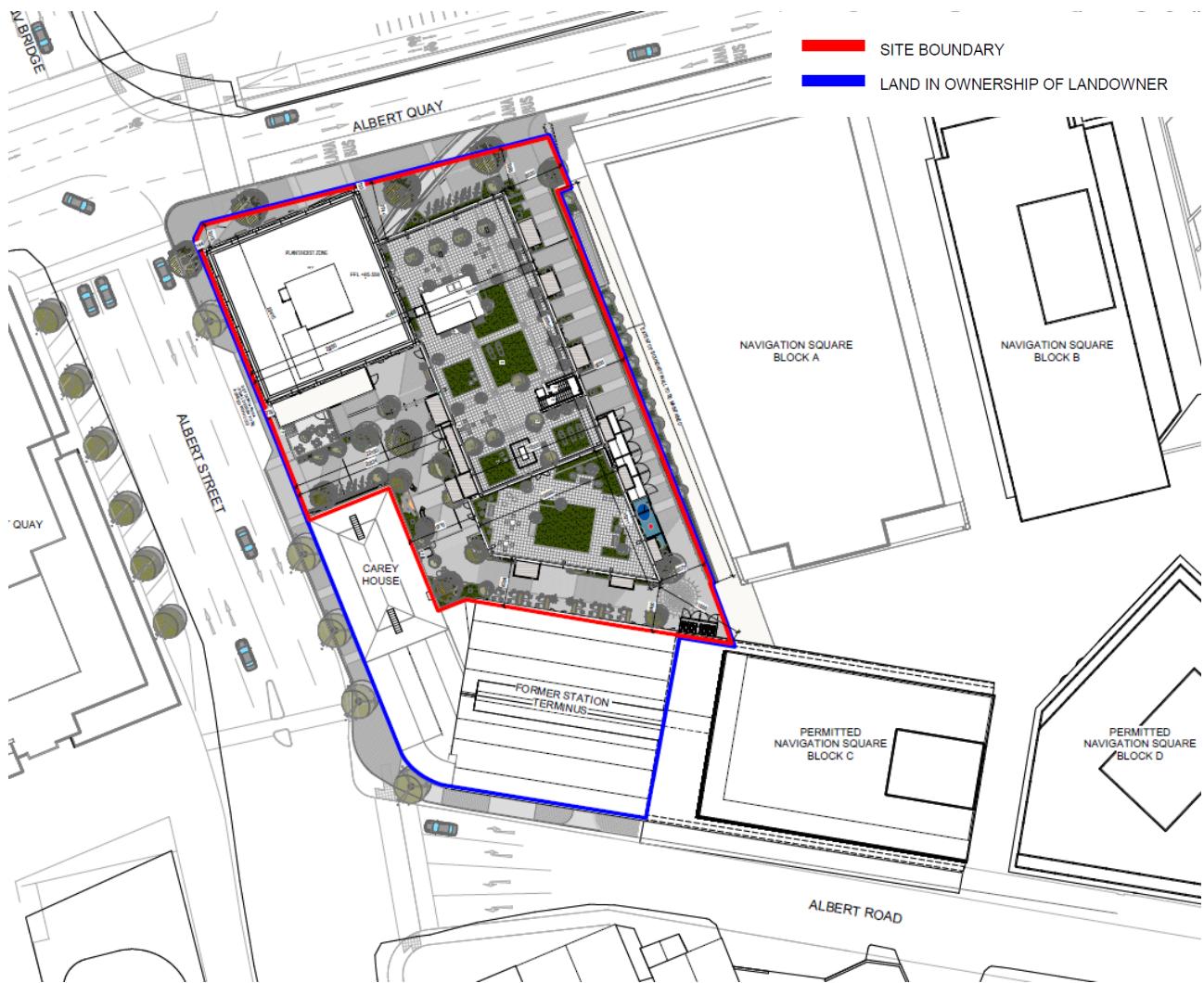
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- The provision of an external public realm area at ground level, an eastern laneway for servicing of the proposed development, in addition to its use as a pedestrian link.
- The provision of internal communal space areas at ground floor, 1st floor, and 2nd floor, and 2no. external rooftop terraces on the 9th floor and the 12th floor.
- The provision of a ground floor community/arts use, with external seating area and a ground floor creche with external covered play area.
- The provision of ground level plant, ancillary uses, and bin store.
- Bicycle spaces at lower ground floor and ground floor level; and additional visitor bicycle spaces, and a set down delivery area at ground floor level on Albert Street.
- Set back of the eastern boundary wall to the north and south.
- All site development, public realm and landscaping works.
- The proposed development also involves the demolition of the existing two-storey Carey Tool Hire building, currently principally occupied by Park Facilities Management Ltd.



**Figure 7: Proposed Development Site Plan**

#### 4.1.1 Trip Generation

It is not envisioned that the proposed development will generate additional traffic during the operational phase except for the occasional service and maintenance vehicle which will access the site. There are no car parking spaces associated with the development, and as such trip generation to and from the site by residents will be made largely by walking, cycling and public transport.

The proposed creche located on the ground floor to the east the development will predominantly be utilised by the occupants of the 217 units of the development, therefore no car trips will be generated by the creche in this proposed development.

#### 4.1.2 Landscaping

The landscape design strategy for Albert Quay focuses on integrating the development in the wider urban setting and providing an open and inviting outdoor destination that is uplifting and attractive. The strategy focuses on providing an accessible environment in line with principles of universal design, enhancing pedestrian permeability and ease of movement through the development, strengthening sense of place and promoting and facilitating walking and cycling in line with principles of DMURS.

These objectives are achieved by:

- Greening of courtyard spaces with trees, wall-climbers, planters and planted borders at ground level.
- Providing integrated timber slat seating throughout.

- Giving careful consideration to needs of disabled and visually impaired persons in design of steps and furniture.
- Providing bike rack storage for public use adjacent to reception area on Albert Quay.
- Retention of existing historic railway track as heritage feature.
- Providing tree-lined walkway/avenue that links and frames view of river Lee.
- Careful selection of materials with regard to attractiveness, robustness, durability, ease of maintenance and compatibility with local setting.

## 5. Impact on Local Road Network

The impact on the road network will be insignificant in the operational stages of the project, as no carparking is associated with the development. The proposed development will generate no additional traffic during the operational phase except for the occasional service and maintenance vehicle which will access the site. Delivery, waste and service vehicles will access the ground floor of the building via the laneway located to the east of the building, with volumes anticipated to be low. The building operator will manage the use of this laneway to ensure no unauthorised use or illegal parking occurs.

Therefore there is not considered necessary to carry out any link flow or junction capacity analysis on the surrounding network.

## 6. Outline Mobility Management Plan

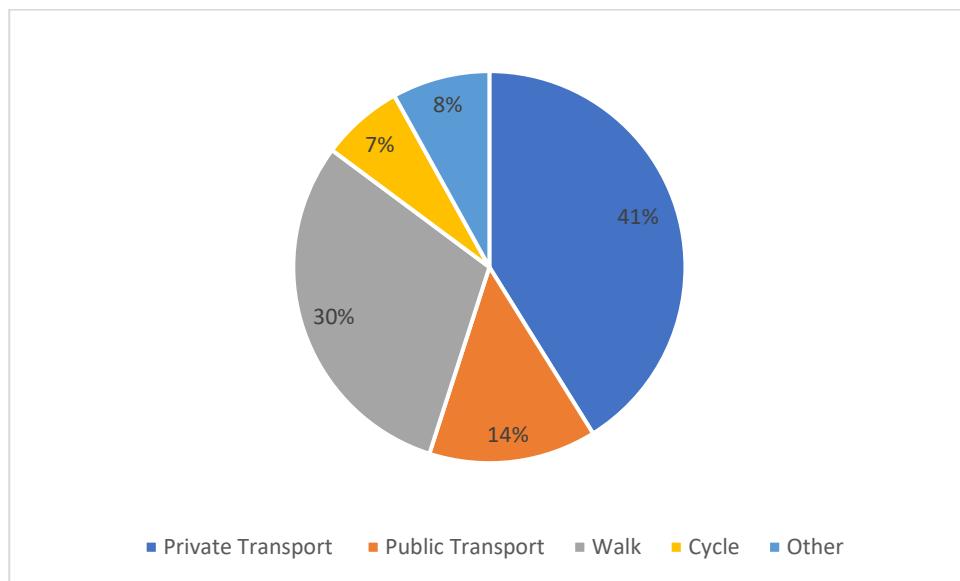
### 6.1 Objectives

The primary objectives of this travel plan are to:

- Reduce car dependency and demand;
- Promote the use of sustainable travel modes;
- Create awareness of alternative modes of transport available;
- Reduce the environmental effects associated with increased car use such as congestion, parking impacts, longer journey times and increased pollution; and
- Set, and work towards, achievable modal split targets based on strategies to improve alternative modes of transport.

### 6.2 Mode Split

The modal split for the area where the proposed development is located has been derived from the Central Statistics Office (CSO) Small Area Census Data 2016. A number of small area zones were selected within the vicinity of the development and the commuter data of the zones were aggregated into an average modal split. Figure 8 illustrates the average modal split in the area.



**Figure 8: Average modal split of small areas in the vicinity of the development**

Based on the improvement of public transport and the prevailing transportation and planning policies, it is expected that the car mode share will significantly decrease in the future years. In addition, the nature of the development in its proposed high development density and the provision of no of car parking spaces should also be considered in the identification of an appropriate and achievable mode split target. The target car mode share for the City Docklands according to the Development Plan and its associated car parking strategy is 25%, and this target and even a target significantly below is considered to be an achievable target for the proposed development.

## 6.3 Residential Travel Plan

A key objective of the development will be to promote sustainable access by all modes of transport. To achieve this goal, Travel Plans should be created for development.

The proposed development should have a Travel Plan prepared as and when the occupiers are known. At this stage, it is not possible to prepare a full Travel Plan, but it is important to set out the aims and potential contents of such a plan.

The primary objective of the Travel Plan should be to contribute to sustainable transport by optimising the existing transportation infrastructure, reducing car dependency, and creating awareness of alternative modes of transport.

The main objective of the Residential Travel Plan will be to influence the residents' travel habits from the outset of the development's occupation. Life events such as moving to a new apartment are the moments at which sustainable behavioural changes can be achieved, and so the moment the new residents move into the development is the best moment to influence the existing behavioural (or travel) patterns. It is intended that, as a lease/sale condition, all occupants are required to adhere to the principles of sustainable travel as described in the Travel Plan.

## 6.4 Travel Plan Management

### 6.4.1 Travel Plan Coordinator

It is recommended that a Travel Plan Coordinators be nominated for the Residential Travel Plan to oversee the development and implementation of the Travel Plan. The coordinators should liaise on a regular basis to review the progress of the plan, and co-ordinate events.

A key objective of the Travel Plan should be co-ordinating with the occupiers to ensure that they are striving towards the targets set in the Travel Plan.

- To develop and support a culture of sustainable travel into and within the buildings;
- To raise awareness of sustainable transport issues in the buildings;
- To act as a single point of contact for all queries relating to the Travel Plan and transport issues in the area and to centrally coordinate the Travel Plan initiatives;
- To coordinate the development and implementation of the Travel Plan;
- To liaise with external bodies and local public transport operators on transport issues in the area;
- To liaise with car-sharing, and bike-sharing operators;
- To promote smarter travel events in the area in conjunction with the Steering Group; and
- To coordinate the monitoring and reporting of the Travel Plan progress towards achieving targets, setting clear dates for actions to ensure that the Travel Plan makes progress.

### 6.4.2 Communication and Marketing

An on-going communication strategy will ensure that the initiatives being implemented are promoted to residents of the building. Events and initiatives will be promoted through a range of marketing means:

- Posters in communal areas within buildings and retail areas;
- Circulation of emails to notify residents of specific events;
- Induction Manual containing information on all travel options available to staff and residents;
- Organise and participate in wellness programmes (i.e. group walks, sponsored cycles, Pilate/yoga classes, etc.) to create a culture of wellbeing within the community which can also be extended to commuting patterns (i.e. walk/cycle);

- Intranet will contain a section on travel to work which will be maintained and updated with relevant initiatives; and
- Quarterly newsletters will notify residents of any transport related changes coming up (additional bus routes/stops, new cycle parking locations etc.) and promote upcoming events. It will also report on events held in the previous quarter.

## 6.5 Travel Survey

Within three months of occupation of the proposed development a travel survey should be undertaken to determine a baseline transport modal split. This will allow baseline travel patterns to be established and targets to be set. Following this, a travel survey will be carried out annually.

## 6.6 Action Plan

The Travel Plan Coordinators will oversee the promotion and implementation of promotional measures as outlined in the non-exhaustive list below. The Travel Plan Coordinators will set a timeline and targets for the actions.

The Travel Plans should set-out a number of mobility management measures that are relevant to the development. Table 1 below list a selection of residential measures that are considered applicable to the development.

**Table 1: Action Plan - Promotional Measures for Residents**

<b>Reduced Car Parking and Car Sharing</b>
No carparking spaces provided in the development.
<b>Cycling</b>
Provision of a mobility hub including bike rental and other functions.
Organise a Bike Maintenance class.
Provide Cyclists' equipment (pump, puncture repair kit etc.).
Display local area maps for cyclists/walkers interested in local routes.
Publicise TFI Bikes registration for people interested in cycling
Arrange tours of cycling facilities for residents.
<b>Public Transport</b>
Introduce & promote Tax Saver monthly & annual commuter tickets for public transport. Highlight potential savings to employees.
Offer in-house health checks for people interested in getting more active.
Leave umbrellas in lobbies for residents to borrow on wet days.

## 6.7 Monitoring and Review

An annual review will be carried out on each of the Travel Plan targets and action plan, to assess progress made over the year.

Travel pattern data will be obtained by undertaking a survey of existing travel patterns (including at participating occupiers). A fundamental part of the Plan is monitoring to determine progress, identify problem

areas and initiate corrective measures to ensure targets are achieved. This monitoring programme will be carried out on an on-going basis.

The basic procedure will consist of:

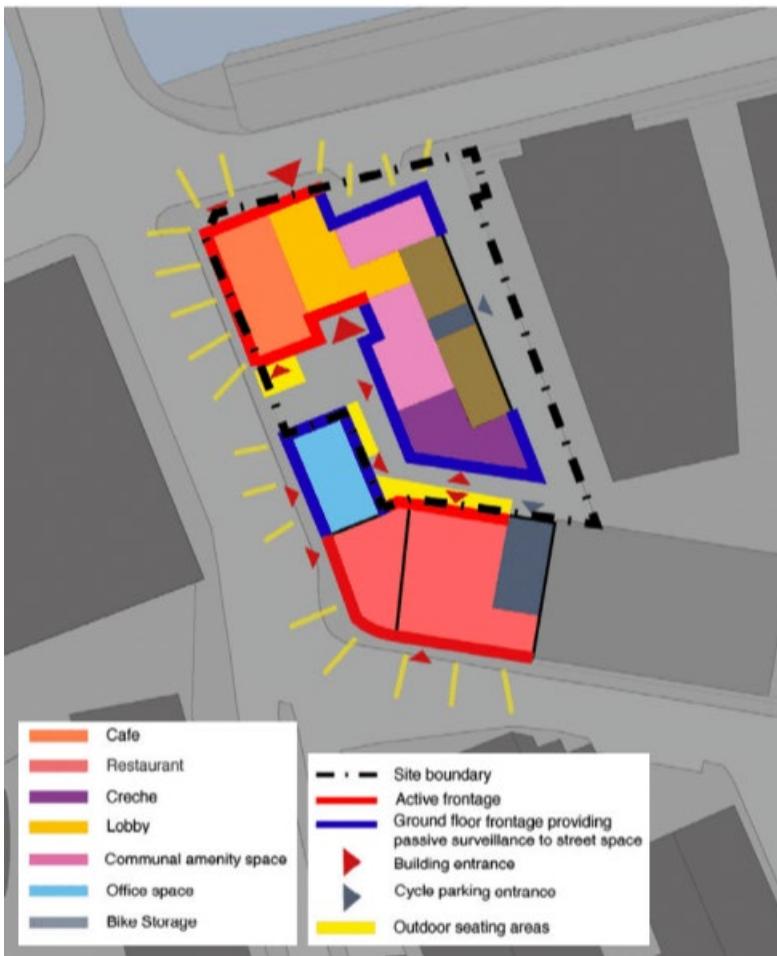
- Reviewing the implementation of the different Travel Plan measures;
- Carrying out a travel survey;
- Controlling the achievement of the different targets;
- Proposing corrective measures if needed; and
- Informing Cork City Council about the implementation and progress on the Travel Plans.

## 7. DMURs Compliance Statement

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013 and revised in 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

The Railyard Apartments site is located on the eastern fringe of Cork City Centre, placing the city centre within a short walking distance, but also ensuring that major transport hubs such as Parnell Place Bus Station, Kent Railway Station and St. Patrick's Street (a key city centre bus interchange location) are easily and readily accessible. It is bordered on three sides by public roads and on the fourth by a pedestrian walkway to the west of the Navigation Square office development. As such, much of the guidance contained within DMURS is not fully applicable to the proposed development, which does not propose to create any new roadways or streets. However, key design elements ensure DMURS compliance through the provision of active frontages and pedestrian permeability as indicated below in Figure 9, including the following:

- At street level, the café and communal space is located at prominent locations on Albert Quay and Albert Street to provide active frontages to these important locations;
- At street level, the site is permeable for pedestrian movement, with an internal circulation route that links Albert Street and Albert Quay East;
- A single access point is proposed to facilitate service vehicle and cycle access, which will immediately transition vehicles into an environment where the hierarchy of priority is weighted towards pedestrians and cyclists; and
- A total of 340no. cycle spaces, of which 160no. are to be located in a new lower ground floor level, accessed by a stepped ramp, 88no. at the ground floor external bike enclosures, and 88no. in the bike store in the Terminus building and 24no. visitor spaces are to be located at ground floor level on the Albert Quay frontage.



**Figure 9: Indication of Active Frontage and Pedestrian Movement on site**

In addition, the proposed Docklands to City Centre Road Network Improvements Scheme along Albert Quay East has been considered by the design team. This scheme includes a proposed contra-flow bus lane on Albert Quay East which will pass along the northern site frontage, and a two-way cycle track and extensive pedestrian public realm improvements along the northern side of Albert Quay East. This scheme received planning permission through the Part 8 process in September 2019.

The site is therefore excellently positioned to avail of these significant improvements to facilities designed to promote walking, cycling and public transport. These proposals have been considered during the development of the site frontage on Albert Quay East, including the facilitation of wide footpaths for pedestrian comfort, high quality public realm design, and the inclusion of active frontage.

## 8. Conclusion

This report is a Traffic Statement reviewing the potential traffic impact of the proposed development, The Railyard Apartments, on Albert Quay. The Traffic Statement starts off by outlining the existing traffic and transportation conditions within the vicinity of the site. From this assessment it can be concluded that the site is strategically located within Cork City and can avail of the existing and proposed active travel and public transport infrastructure to achieve a highly sustainable transport mode share and to be totally independent of private car based travel.

The proposed Development is located within Cork City Centre, close to public transport hubs of Parnell Place Bus Station, Kent Railway Station, and numerous city bus stops. It is easily accessible on foot and by bicycle and no parking is to be provided as part of the development. The proposed development therefore has a negligible impact on the road network immediately surrounding the site.

As there are no car parking spaces provided, the impact on the local road network associated with the proposed development will be insignificant.

An Outline Mobility Management Plan is provided in this report which proposes mobility management objectives, mode share targets, a residential travel plan, travel plan management guidelines and recommended travel plan surveys and monitoring guidelines once the development site is in operation.

A DMURS compliance review was carried out which found that the design elements on the ground floor level adheres to DMURS principles.