

Mary St, Douglas St, & White St Public Realm Enhancement Scheme

PART 8 PLANNING



Comhairle Cathrach Chorcaí
Cork City Council



AtkinsRéalis

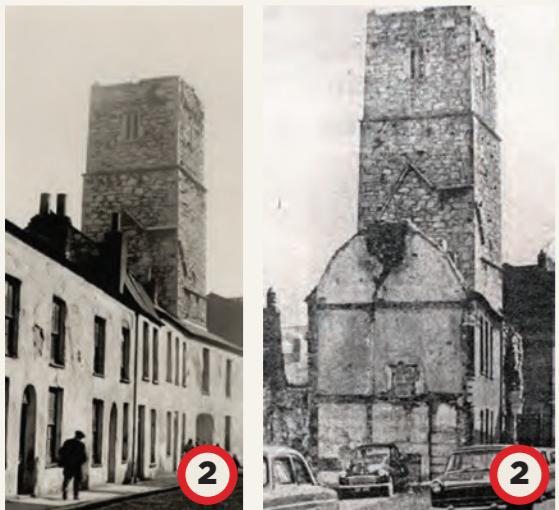
John McLaughlin
Architects

CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN

HISTORY



Tobacco factory on Mary St., Cork city October 1932. Image courtesy of The Irish Examiner



Mary St. West of Red Abbey Square, before demolition. Image courtesy of Cork Camera Club collection, Cork City Libraries



View looking down Nicholas St towards Douglas St. 1980 - Image courtesy of The Echo



Goad Insurance Plan of Cork, 1953. Image courtesy of Cork City Libraries.



Finbar Woods Shop on White Street in 1967. Image courtesy of The Echo



Douglas St. looking East from the top of White St. 1981 - Image courtesy of The Echo



White St. looking West. The door on the left is the current 'Cluid Housing' building. Shawlie, White Street - Image courtesy of The Echo



Douglas St. looking West from the top of Rutland St. 1983 - Image courtesy of The Echo

7th Century

9th, 10th, 11th Century

12th, 13th, 14th Century

15th Century

17th Century

18th Century

19th Century

The earliest recorded settlement in Cork traces back to the 7th century with the establishment of the monastery of Saint Fin Barre. Located in the vicinity of the present-day Saint Fin Barre's Cathedral.

From historic sources it is evident that by the 9th century the Vikings were raiding Cork. Recent archaeological excavations in the South Main St area have contributed greatly to our knowledge of the late Viking period in Cork (11th century), known as the Hiberno-Norse period.

Cork came under English Influence after the Anglo-Normans arrived in the late 11th century and became an official town receiving a charter in 1185. The Red Abbey Tower is the oldest upstanding structure in the city and dates to the 14th century when the Augustinians established an abbey in Cork.

In 1491, Cork was embroiled in the English Wars of the Roses when Perkin Warbeck landed in the city, seeking support to overthrow Henry VII. Cork's moniker, the 'rebel city,' stems from these events.

The 17th century marked a significant phase in the development of the South Parish, witnessing the establishment of the present day street pattern, including Barrack Street, Evergreen Street, Douglas Street, Cove Street, and Dean Street.

Throughout the 18th century, the population concentrated mainly around Barrack Street, Sullivan's Quay, and Tower Street, while the surrounding areas to the south and east were characterized by gardens and orchards. Nano Nagle place dates from this period.

The South Parish Area became a "village within the city" over the following centuries where trade grew up alongside residences. The area became a vibrant, bustling area where small businesses prospered, and children played in the streets.

[Need for Scheme]



In the 20th century, the South Parish's population dwindled, notably in streets near the city centre, as residents migrated to the suburbs.

In the past 50-60 years, growing car usage has led to increased commuting, heightening traffic congestion and parking dominated streets.

Depopulation and rising traffic have diminished the once-charming "village within the city" ambiance of Mary Street, Douglas Street, and White Street from times past.

The study area's proximity to the city centre remains appealing for residents, making it an attractive place to live.

Cork City Council aims to reimagine the "village within the city", building on the area's heritage.

[Feedback to Date]

From user satisfaction survey 2022, 123 Residents/Business Owners respondents. Meetings with stakeholders / residents.

Negatives

respondents identified the following



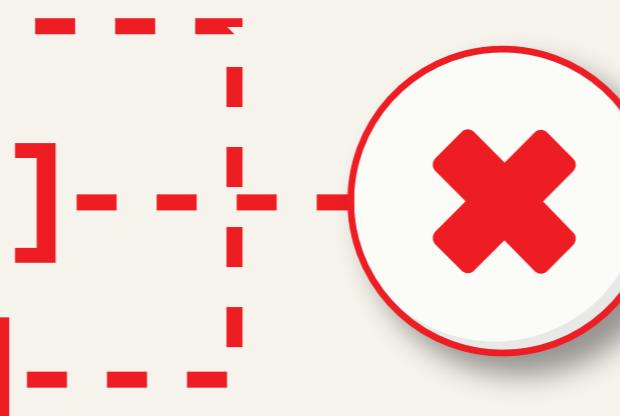
Through traffic



Lack of green space



On street parking



Positives

respondents identified the following



Historic area



Proximity to city centre



Sense of community



SOUTH PARISH AREA ACTION PLAN

Key Issues raised by Public;

- Traffic Management
- Reduce Parking
- Increase Parking
- Promote Tourism
- Improve Douglas St. Streetscape
- Improved recreational facilities (Park & Playground)

Specific Aim of Plan

'To improve the quality of Douglas Street generally and specifically to create attractive gateway spaces at the western and eastern ends of the street'



SUBMISSIONS TO THE CORK CITY DEVELOPMENT PLAN 2022

'That the Douglas Street area, as the spine of the old South Parish, is rejuvenated...to bring together the many facets of residential, commercial and community life that are unique to the area.'

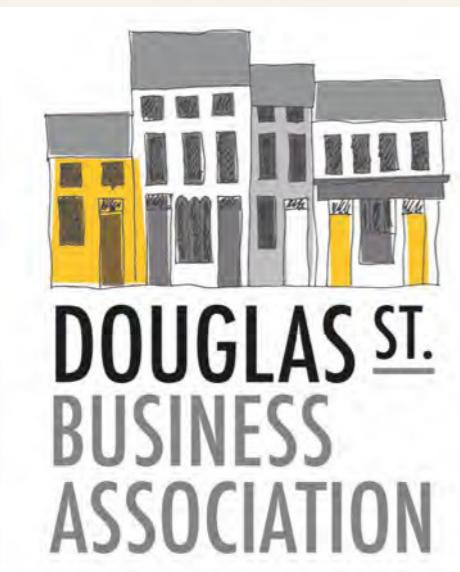
'Traffic calming of Abbey Street / Douglas Street outside of NNP is a priority. The street is currently noisy and dangerous, particularly for elderly and children.'

The following objectives should be adopted...when formulating a plan for Douglas Street and its environs:

- To seek solutions to reawaken the Village character of the area.
- To create a better public realm which will include wider footpaths, traffic calming and traffic management for the future, provision of disabled parking, bicycle parking and planting.
- To identify areas which will be designated as open space and to recognise the unique character of Douglas Street which has a tradition of music performance and Street festivals'.

MID
2022LATE
2022**DOUGLAS STREET
BUSINESS ASSOCIATION**

Initial Meeting with the
Douglas Street Business Association
to discuss their submission on the
Cork City Development Plan 2022-2028

LATE
2022**DESIGN TEAM
APPOINTED**

Appointment of the Design Team for the 'Mary St. Douglas
St. White St. Public Realm Enhancement Scheme'

**INITIAL IN PERSON MEETINGS HELD WITH
BUSINESSES & LOCAL INTEREST GROUPS**





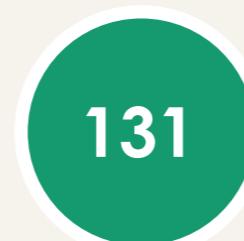
**NON-STATUTORY CONSULTATION 2ND &
3RD OF SEPT 2024**



Local
residents invited



Local
businesses invited



Attendees



Very and/or moderately
satisfied with overall
scheme



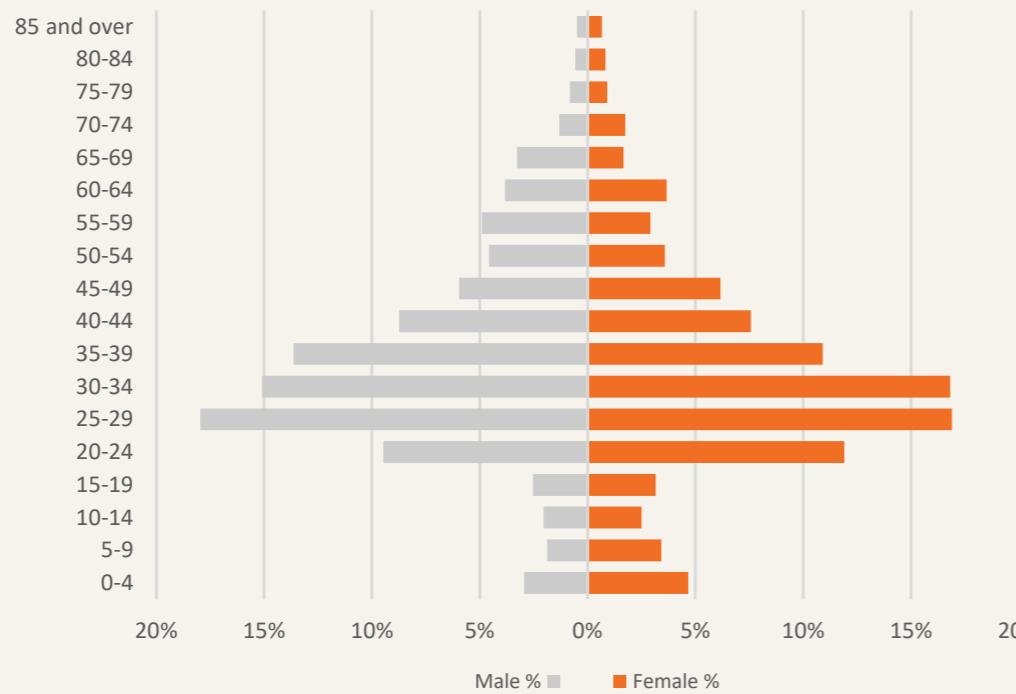
**PART 8 PLANNING CONSULTATION
TO PRESENT OVERALL SCHEME**

DEMOGRAPHICS

South Parish Neighbourhood Profile

CSO/Cork City Development Plan

POPULATION



KEY FINDINGS



4,266 population



4 times more adults than the city average



83% of people lived at the same address one year ago



High proportion of families move out as children grow older



30% of the population are children

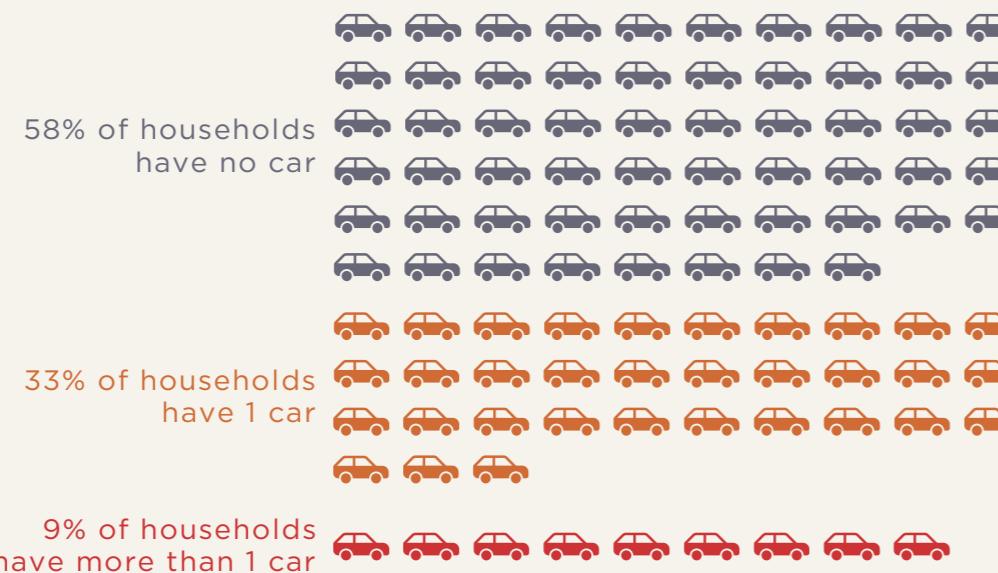


156 children are under the age of 10

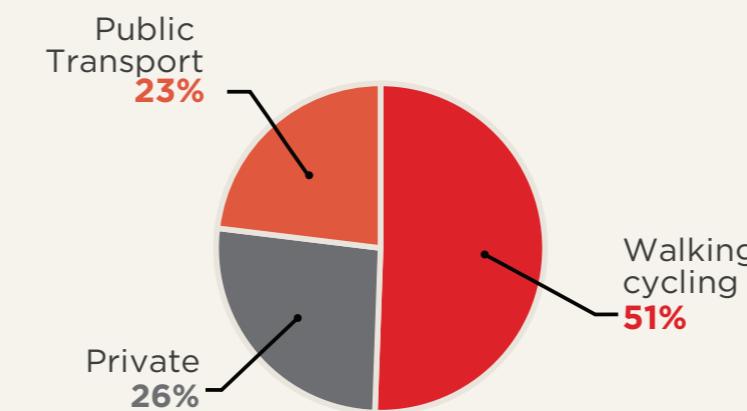
South Parish Transport statistics

CSO/Cork City Development Plan

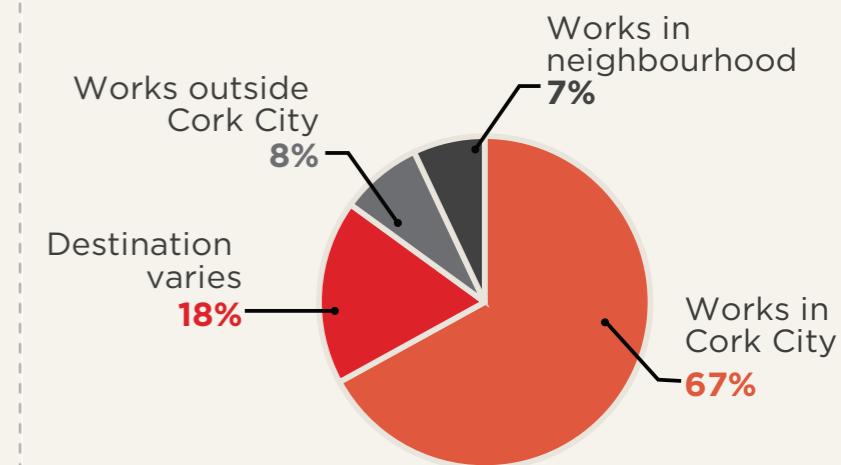
RESIDENTS CAR OWNERSHIP



RESIDENTS PRIMARY MODE OF TRAVEL



RESIDENTS EMPLOYMENT LOCATIONS



Issues

raised in feedback to date

TOO MUCH TRAFFIC

User Satisfaction Survey Responses

71% of residents said that **traffic volumes** negatively affect the area

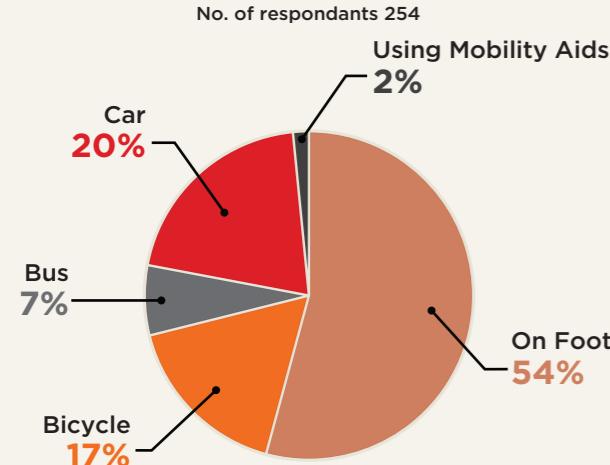
37% of residents cited **poor public realm** (e.g. paving, seating, public lighting etc.) as negatively affecting the area

Quotes from Locals

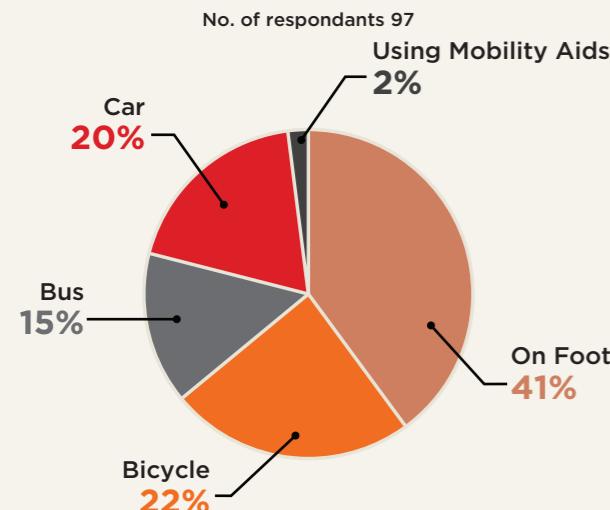
"I am happy with the through traffic being removed and the access being from the quay"

"The pedestrianisation would be great"

HOW DO YOU USUALLY MOVE AROUND THE NEIGHBOURHOOD?



HOW WOULD YOU MOST PREFER TO MOVE AROUND THE AREA IN THE FUTURE?



Analysis

carried out on issues raised

HOW MUCH TRAFFIC IS THERE?



654 vehicles travel along Douglas Street between **8am and 9am**. This results in one vehicle **every 5.6 seconds**.

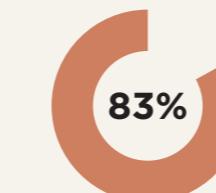


559 vehicles travel along Douglas Street between **5pm and 6pm**. This results in one vehicle **every 6.4 seconds**.

MAJOR TRAFFIC FLOWS THROUGH AREA



97% of traffic from Evergreen St passes through the area without stopping



83% of traffic from Summerhill South passes through the area without stopping

THE TRAFFIC PASSING THROUGH THE AREA HAS THE FOLLOWING NEGATIVE AFFECTS



It reduces the ability to stop and chat with neighbours which impacts negativity on the sense of community in the area.



40% of minor injuries and 50% of serious injuries sustained in vehicular accidents in the area involved pedestrians.



This does not allow for green areas, quiet spaces and playful spaces for the community.



This leads to increased noise pollution which adversely affects the health of those in the area.



This leads to increased air pollution which adversely affects the health of those in the area.



All these conditions lead to a stressful environment to live in.

Solutions

to issues raised based on our analysis

HOW MUCH TRAFFIC WILL REMAIN?

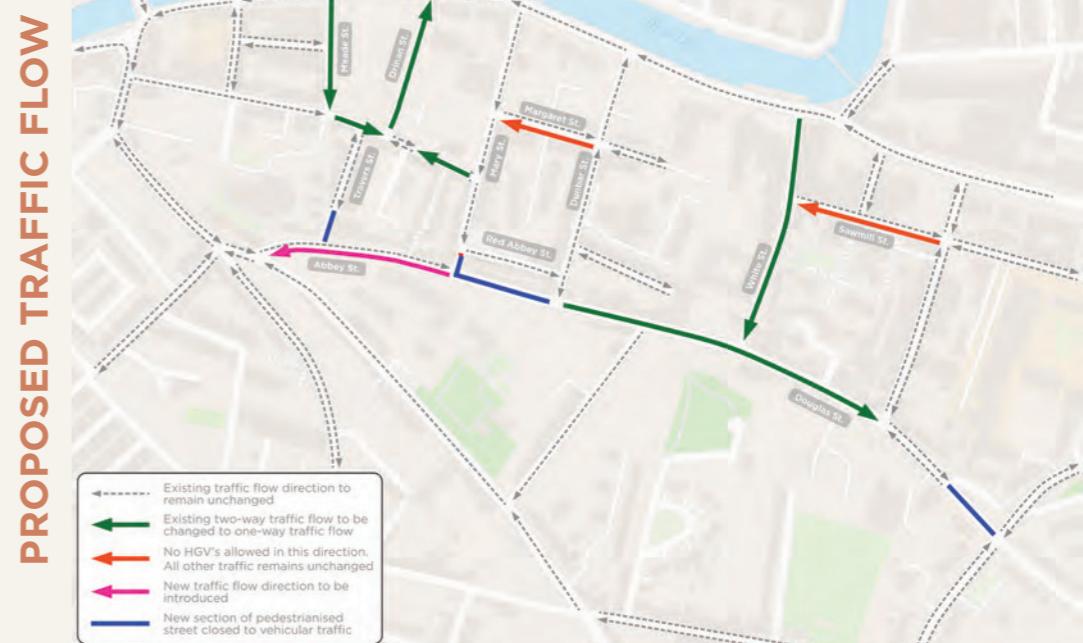


64 vehicles travel along Douglas Street Between **8am and 9am**. This results in one vehicle **per minute**.



65 vehicles travel along Douglas Street between **5pm and 6pm**. This results in one vehicle **per minute**.

Remaining traffic is predominantly for local residents and businesses
(Introduction of pedestrianised sections and strategic one-way streets prohibits pass-through traffic)



PARKING

Issues

raised in feedback to date

1. NOT ENOUGH PARKING

Quotes from Locals

"There is illegal parking in the area. Better enforcement is required."

"People don't do business in the area any longer due to lack of parking"

"Have a permit but still issue with parking. Sometimes after school run, have to drive around for half an hour looking for a space"

"We must have parking as we have a carer who needs access. Spaces are being taken up by people coming from outside the area."

2. TOO MUCH PARKING

Quotes from Locals

"Excessive parking results in narrow footpaths"

"Mary St. is too cluttered due to parking"

"Parking structure is poor and streets are not pedestrian friendly"

"Parking is an obstruction for pedestrians"

USER SATISFACTION SURVEY RESPONSE

Survey took place in May 2023

94% of residents said they would be happy for some on-street parking to be removed

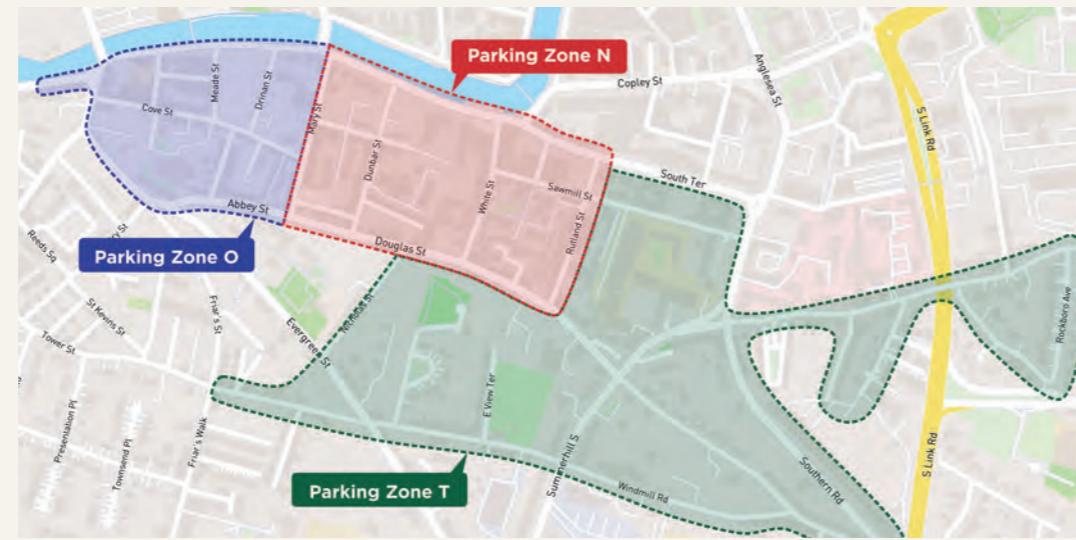
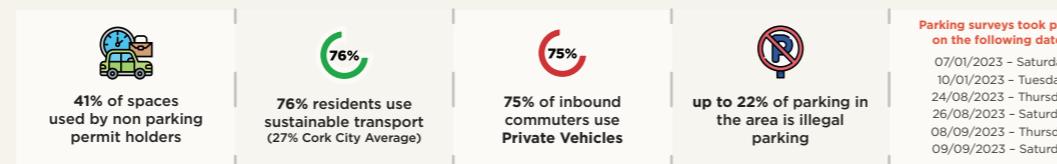
45% of residents said excessive parking affects the area negatively

42% of residents said there is inadequate public space

Analysis

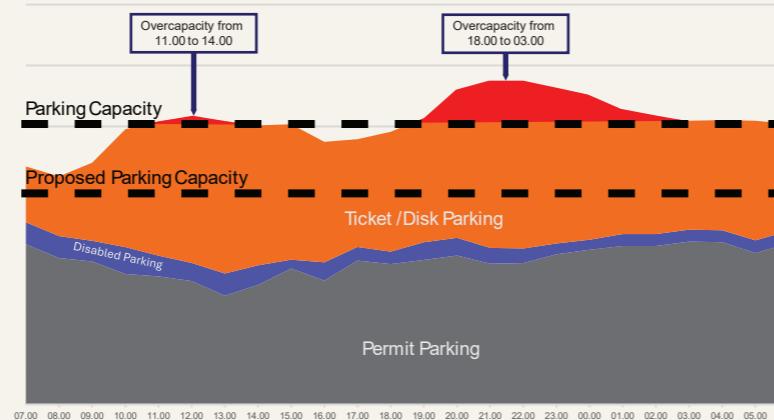
carried out on issues raised

PARKING STATISTICS



	Existing Parking Spaces	Proposed Parking Spaces	Reduction of Parking Spaces	Numbers of Parking Permits
Zone N Permit Parking	143	107	36	140 82 highest observed
Zone O Permit Parking	91	86	5	43
Zone T Permit Parking	191	172	19	163
Total	425	365	60	346

Existing Parking Numbers Zone N



Ticket/Disk parking is anticipated to drop significantly due to less convenient vehicle access for people driving in from outside the area.

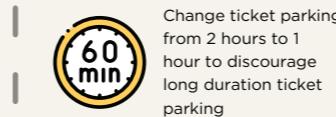
Solutions

to issues raised based on our analysis

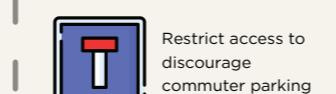
1. NOT ENOUGH PARKING

LOCALS

Prioritise Parking for Locals and Provide Alternative Transport Options



Change ticket parking from 2 hours to 1 hour to discourage long duration ticket parking



Restrict access to discourage commuter parking



Provide 'Car Share' permits to facilitate necessary resident car journeys



Enforcement to prevent illegal parking



Provide 15 minutes parking space in business areas to allow quick collections



Change ticket parking from 2 hours to 1 hour to encourage a quick turn over



Provide 'Van Share' in area



Provide multi-modal transport options

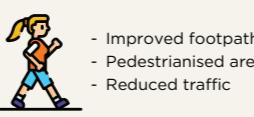


Provide secure cargo bike parking to facilitate businesses with cargo bikes

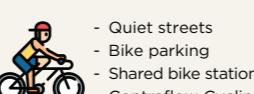
2. TOO MUCH PARKING

COMMUTERS

Reduce Parking Demand by Promoting Alternative Transport Options



Improved footpaths
Pedestrianised areas
Reduced traffic



Quiet streets
Bike parking
Shared bike stations
Contraflow Cycling

BUSINESSES

Promote Business in Area by Providing Pro-Business Parking



Provide 'Van Share' in area



Provide secure cargo bike parking to facilitate businesses with cargo bikes

2. TOO MUCH PARKING

Improve Pedestrian Infrastructure and Provide Additional Public Spaces

Improve Pedestrian Infrastructure

- Footpaths
- Pedestrian crossings
- Lowered kerbs (accessibility)
- Public lighting
- High quality paving

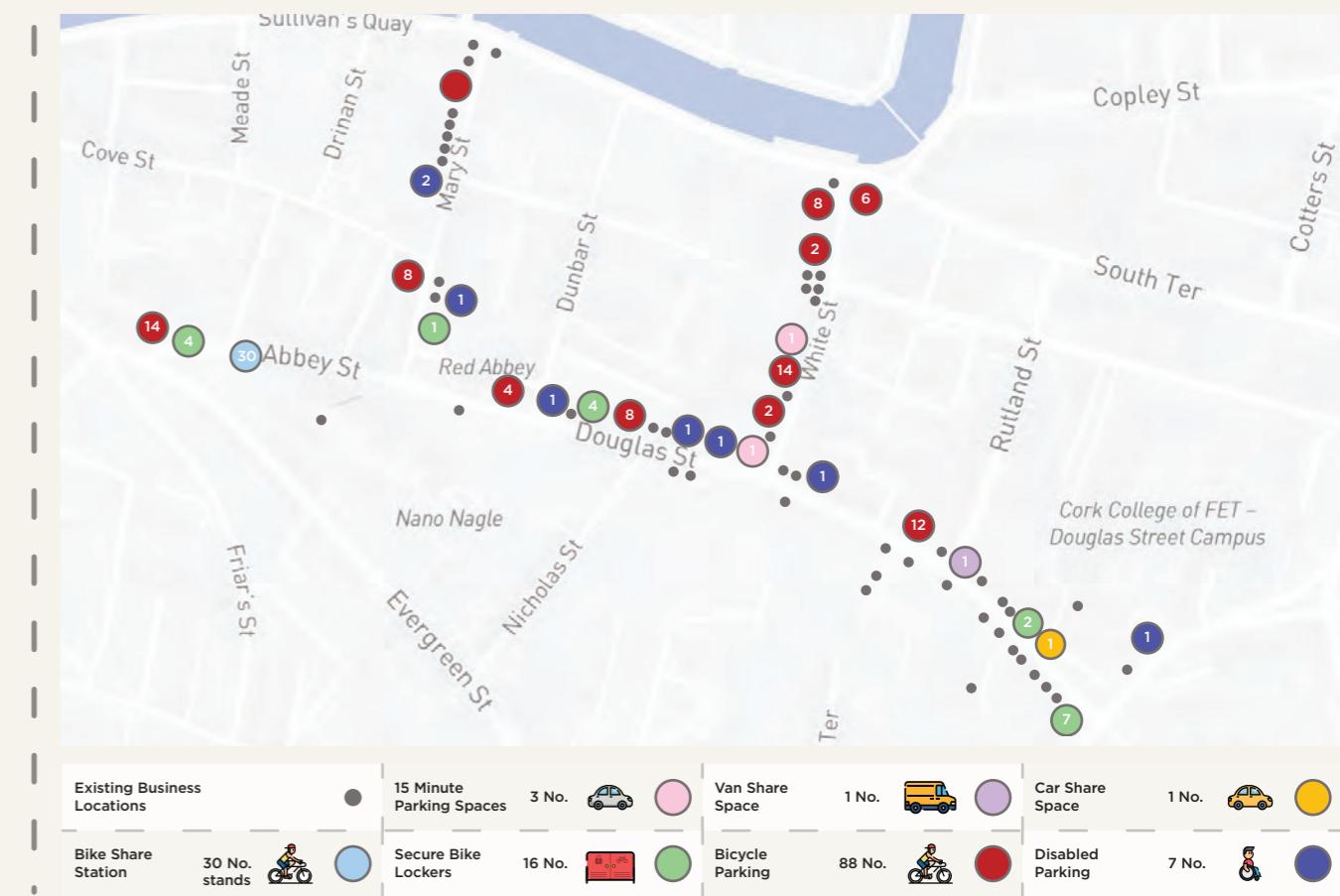
Enhance & Increase Public Space

- Red Abbey Square upgraded
- New park on east end of Douglas St
- Public Seating
- Space provided for outdoor dining

Provide Pedestrian Only Zone

- New park created on east end of Douglas St
- Pedestrian Street provided in front of Nano Nagle Place
- Pedestrian priority zone created along Abbey St and east end of Douglas St

ON-STREET APPLICATION OF PROPOSED SOLUTIONS



PUBLIC SPACES

Issues

raised in feedback to date

LACK OF PUBLIC SPACE

User Satisfaction Survey Responses

45% of residents said that **inadequate public spaces (parks, children's play area, outdoor seating etc.)** negatively affect the area

Only 13% of residents said that **existing public spaces (parks, children's play area, outdoor seating etc.)** in the area are a positive

Quotes From Residents

"Kids play gardens is something that we need in this area"

"We need a public park"

"More trees!! And more planting to help absorb rain"

"There are a lot of young families living in this area. I think the area would benefit from more public spaces for children and families"

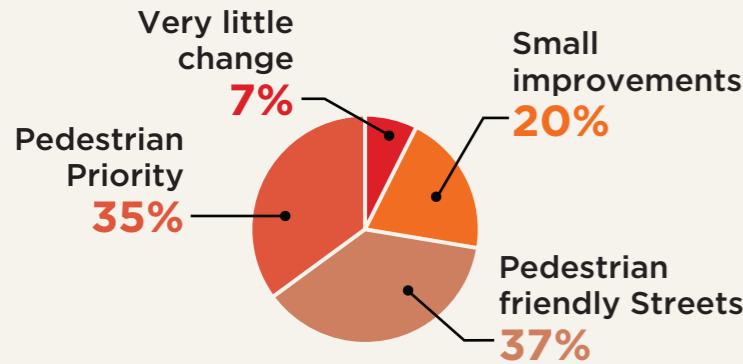
"Douglas St should be one way for traffic, more greenery/green space required"

"More outdoor seating for public"

"Community allotments more/greener places and local markets"

"More green areas"

IN YOUR VIEW, WHAT SHOULD DOUGLAS ST., MARY ST. & WHITE ST. LOOK LIKE AFTER THE UPGRADE SCHEME?

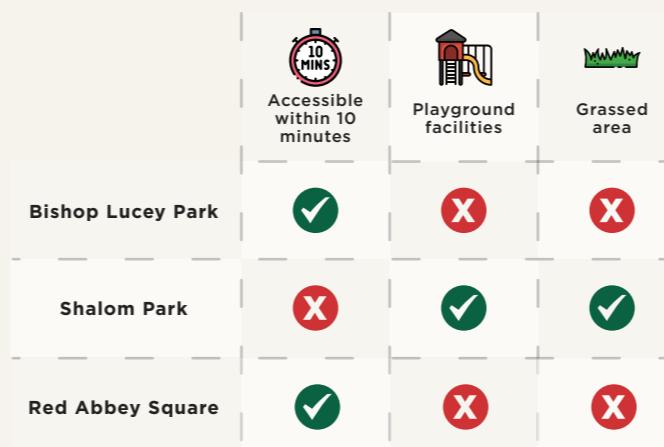
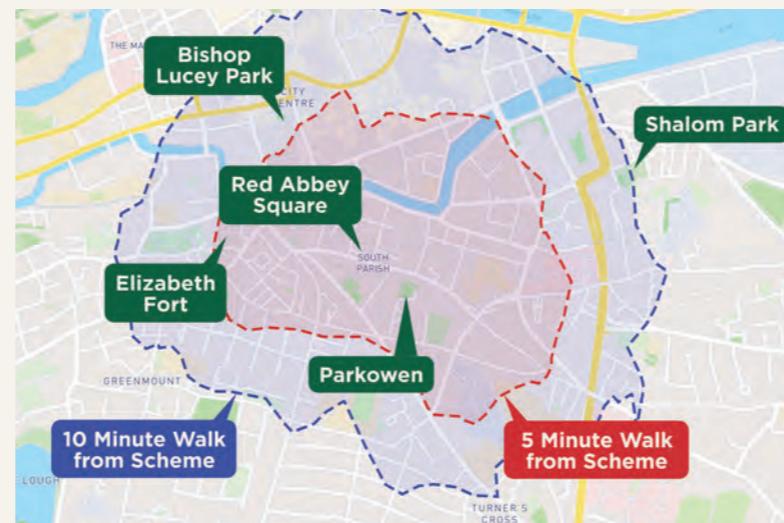


These results show a clear preference for increasing the public spaces and green areas within the scheme.

Analysis

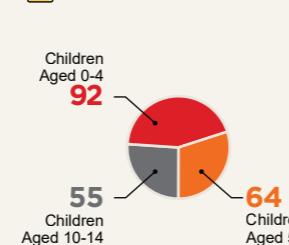
carried out on issues raised

EXISTING OPEN SPACE PROVISION

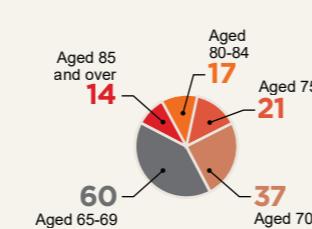


LOCAL DEMAND FOR OPEN SPACE

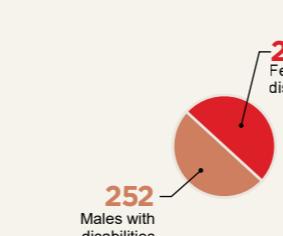
211 children under the age of 15 live in the area



149 people over the age of 65 live in the area



505 persons with a disability live in the area



Young children, older people and those with disabilities living in the area would benefit greatly from easier access to public spaces and parks.

HOW THE PUBLIC SPACE IS CURRENTLY USED



59% of public space currently used for traffic and parking.



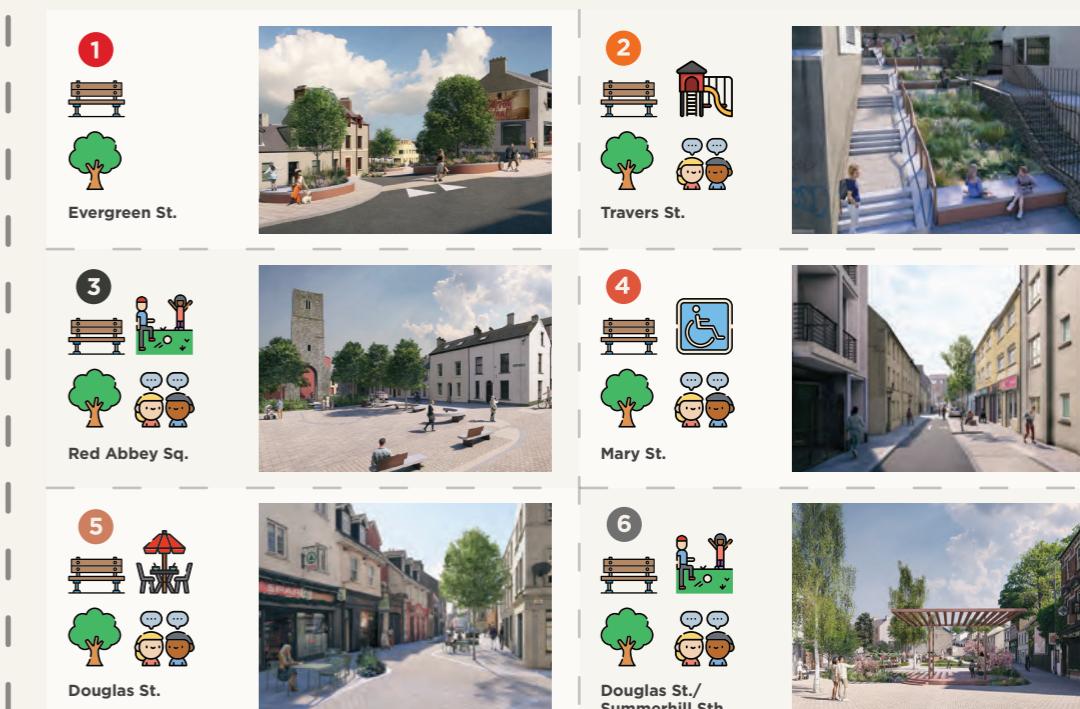
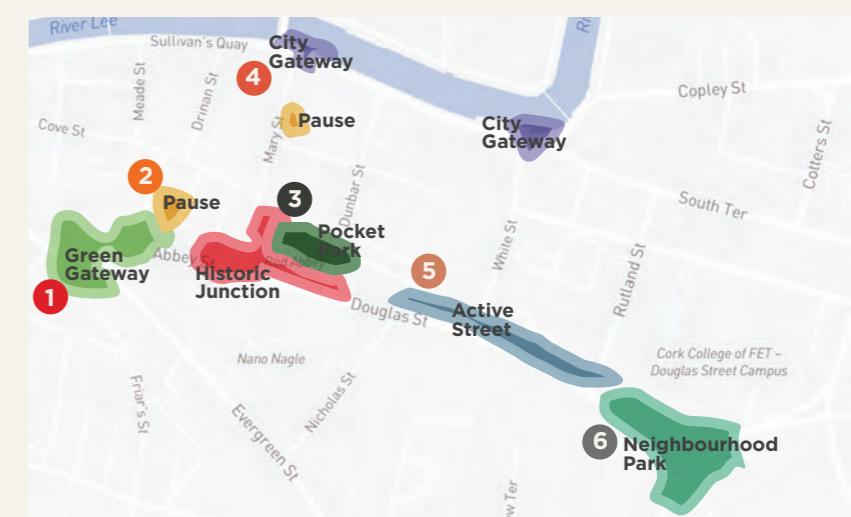
Only 6% is public amenity space.

Solutions

to issues raised based on our analysis

PROVIDE A RANGE OF PUBLIC SPACES AND PARKS TO MEET THE NEEDS OF THOSE LIVING IN THE AREA

Typology	Existing	Proposed	Change
Public Amenity	5%	25%	+20%
Landscape	1%	7%	+6%
Footpaths	35%	46%	+11%
Parking	13%	7%	-6%
Roads	46%	16%	-30%



Thank You!

Cork City Council would like to take this opportunity to thank you for reviewing this summary document.

The feedback received, from both residents and businesses to date, will be invaluable in guiding the project team to reimagine the **“village within the city”** that once thrived here.

We look forward to receiving all submissions based on the documentation presented.

What's Next?

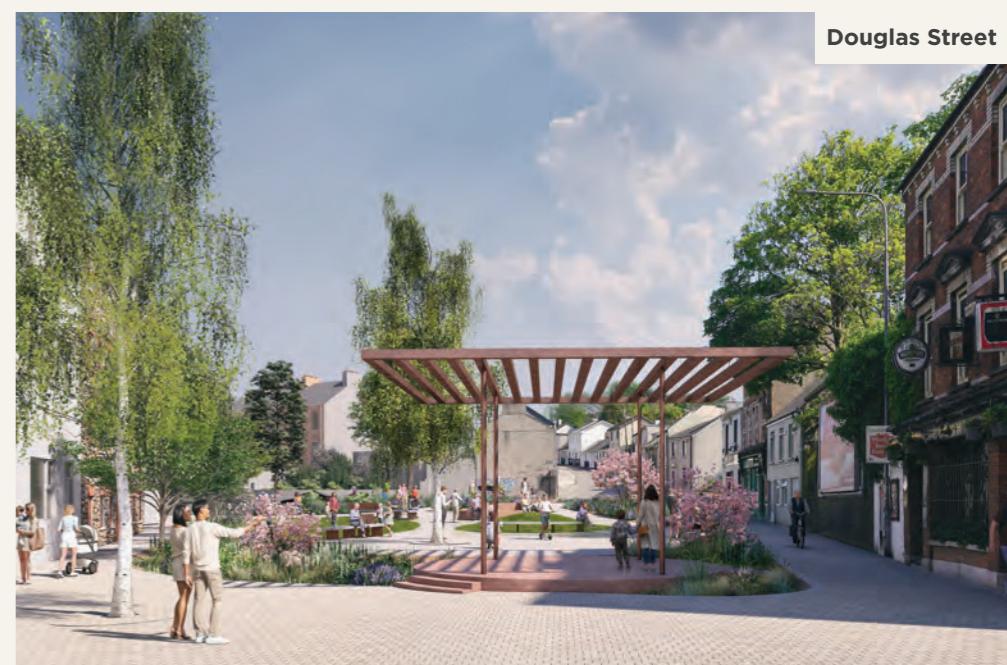
The project team will consider all feedback received during the public consultation stage and present the recommended design for Part 8 to council for approval.



Evergreen Street



Red Abbey Square



Douglas Street